FOREWORD

It has been recognized for many years that effective measures should be taken to make the economy of the Maltese Islands more viable by reducing dependance on Service spending. With the announcement by Her Majesty's Government in January 1959 of their intention to contribute a sum of up to £29 million over the next five years towards a capital development programme, the conversion of the Dockyard to civil use and the encouragement of new industries, work was at once intensified on Malta's first Development Plan. A framework already existed, but it needed bringing up to date and completing. By means of the Plan now presented it is proposed to launch a sustained attack on the economic development of the Maltese Islands by attracting new industries, developing tourism and carrying out such capital works as will strengthen their economic life.

A Plan of this size necessarily takes some time to prepare, and has involved much work in the Financial Section of the Secretariat of the Malta Government, ably assisted by Government Departments, and it is right that an acknowledgement of their unremitting skill and labour should be made. The Plan was evolved from the closest co-operation between the Financial Section in Malta and the Colonial Office, and in this way it has been gradually built up. In its preparation the Government of Malta was fortunate enough to have the advice of Dr. Adler, an Economist on the staff of the International Bank. The first draft was sent to the Colonial Office in March 1959. Although the general shape was agreed soon after, yet much work remained to be done on the details. The final approval of the Secretary of State was received in August 1959.

A sustained effort has been made over the whole of the period and a similar sustained effort will be made by the whole Administration to carry out the Plan, and to maintain the momentum of development already begun.

The Secretariat,
The Palace, Valletta.
14th October, 1959.

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DEVELOPMENT PLAN FOR THE MALTESE ISLANDS
1959/64

HISTORICAL INTRODUCTION

For some centuries Malta has been, by comparison with its neighbours, a fortunate island. It prospered during the times of the Knights of St. John, from the 16th to 18th centuries, as a result of their importation of substantial capital from many of the countries of Europe. In the first part of the 19th Century, its geographical position as a central Mediterranean island earned a continuance of that prosperity, through its flourishing entrepot trade. During the past few generations that prosperity has again continued, when the entrepot trade died through the change from sail to steam, by the development of the island as a strategic fortress and naval base, and, in particular, the growth of the naval dockyard as by far the largest industrial centre. This use of the island's greater assets, its position as a centre of communications, astride British imperial routes, and its spacious deepwater harbour, have resulted in these very densely populated islands (1957 Census — 2623 persons per square mile) enjoying a high standard of living by comparison with other countries on the Mediterranean littoral, even those with considerably more physical resources. Though the comparison is not entirely satisfactory, particularly in view of different price levels, the National Income per head calculations give as close an idea of comparative wealth as can be gained. The following table shows the position on this basis for all countries for which the calculations are available in the Mediterranean area; though, of course, a great deal of the wealth of, for example, France and Italy arises from those parts of the territories most remote from the Mediterranean which are, in fact, part of the main European block:

		£
France	1956	270
Israel	1956	230
Italy	1956	137
Turkey	1956	131 (pre devaluation)
Malta	1956	117 (1957 £123)
Greece	1956	96
Yugoslavia	1956	95
Spain	1956	91
Egypt	1954	40

2. These high standards have, as mentioned above, stemmed in recent generations from the high level of spending by Her Majesty's Services. The part which this spending plays in the economy is shown by the comparison of annual Service expenditure, recently at the rate of about £20 million per annum, with the estimated Gross Domestic Product of around £40 million. This wealth, primarily arising from this realising of the strategic asset, has been supplemented since the war years by a scale of direct capital and recurrent aid from Her Majesty's Government which is unequalled in any other territory, and which is in effect, Her Majesty's direct contribution to Malta because of her special position in the Commonwealth, both in peace and war, as a vital link in Commonwealth defence, and as an integral part of the Western Community. Since the end of the war, direct aid, by way of free grant, from Her Majesty's Government to Malta has amounted to over £41 million, which is about £125 per head of the population of 330,000.

3. This realising of the strategic asset, through Service spending, supplemented by direct aid from Her Majesty's Government for capital and recurrent works and services and reconstruction of war damage, has resulted in Malta's

present fortunate position. The visible signs of prosperity cannot be mistaken. Sterling balances total more than £70 million (including some £50 million of Bank deposits). There is no public debt, except a minor amount of short term Treasury Bill borrowing for working capital needs, and there has been no resort to long term borrowing for development, nor, indeed, any contribution from the recurrent budget to capital investment. This is an enviable situation, not repeated in any of the developing countries in the world, save only those living on wealth accruing from oilfields. Taxation levels are not unduly high; compulsory primary education is free, as is medical treatment for those who cannot afford to pay, and there is a comprehensive social insurance scheme covering all the usual benefits of old age pensions, unemployment benefits and the like. Consumption of consumer goods is high and there are 20,000 vehicles on the roads (or one per 16 persons).

ECONOMIC PROSPECTS

4. Rapid technological developments and the changed economic position of the United Kingdom have led to changes in defence policy. The value of Malta's strategic situation has been greatly reduced. With the marked fall in the number of naval ships likely to be operating over the next few years, warships work in the Dockyards will contract permanently and it will be impossible to maintain the present level of activity in the Naval base. This means that the wealth which Malta has in the past derived securely and comfortably as a result of the crucial strategic role will inevitably decline. The clock cannot be put back. It is difficult to estimate the precise extent of the decline in the foreseeable future, say the next five years. That it will be significant is known, and it must surely be of the order of millions of pounds annually. But its precise trend for a few years is not of crucial importance. What is of crucial importance is that it must be realised that complete dependence on this source of wealth cannot now be assumed, as conscious policy, as the continuing provider of the living standards to which the people of the Maltese Islands have long been accustomed. Economic, and with it political, policy must be based on the knowledge that the secure standard of livelihood based on Service expenditure is sooner or later certain to be lost.

5. Having reached these economic crossroads it is necessary to consider the roads which are open and to choose that which will, in the long prospect, be in Malta's best interest as a whole. There is, in fact, no real choice. The only practical course is to direct every effort, of investment, administrative measures and legal machinery, and of the skills of the people, towards the achievements of a self-supporting and viable economy which will, of itself, sustain and in due course improve the living standards now attained. It is often asserted in Malta that there is another possibility, that Her Majesty's Government or some other Government will provide as a free gift, without any strings, the money needed to maintain Malta's living standards, in short that a permanently subsidised nation is a practical proposition. This demoralising aim is clearly not within the bounds of possibility and cannot seriously be entertained as a possible aim of conscious policy. The aim of economic and political policy must, therefore, be to make a considerable diversification of the economy in the next few years, the shock of the change being cushioned by the still continuing and substantial, though declining, Service spending. Put briefly it means that Malta must get out into the world and earn its own living in other ways than it has done in the past, when its living was secured by the realising of the strategic assets of its harbours and geographical position.

GENERAL AIMS

6. Malta's own natural resources are few. They are, in fact, only three; its natural harbour and general geographical position on an air and sea communications cross road in the Mediterranean; the skill, industry, and thriftiness of its peoples; and its equable, sunny Mediterranean climate. The nature of these resources reduce the possibilities of diversification to a few well defined types of activity. They are:

(i) The natural asset of the harbour and the skill of the Dockyard worker must be used to the fullest extent. It follows then that the highest priority in investment should be given to the conversion of the Dockyard from its Naval use, soon to fall off very sharply, to commercial ship repair work.

(ii) Industry must be built up, and, by the very smallness of the home market, any significant industrial development must look largely to the highly competitive export markets in the United Kingdom and elsewhere, particularly in the Mediterranean and African markets. The lack of natural resources other than industrial skill, make it imperative to offer substantial inducements for overseas industrialists to invest in Malta. Together with such inducements the basic physical services needed for industrial development (efficient harbour facilities, adequate roads, power and the like) must be provided, together with the necessary administrative backgroud of up-to-date commercial legislation, a suitable tax structure, and modern customs duty and drawback arrangements. Even so the task of winning export markets is formidable, and will demand a high level of efficiency and productivity in relation to wage levels.

(iii) The climatic, scenic and historical assets of Malta must be exploited by mounting a concentrated and swift drive to build up the Tourist Industry.

7. It is now necessary to consider the impact of these aims on the policies of the Malta Government, the changes which they will involve in past priorities of Government investment, and the effect that they will have on the private sector of the economy. One thing must be stated at the outset: these aims mean that Government's role as the provider of 'non-Service' livelihood must steadily decline. The whole process involves the change from assured and steady employment with the Crown, to the more competitive employment in private industry, which must increasingly become the major factor and employer. This in itself will require a sharp adjustment in habits of thought from the workers and unions concerned and a greater concern with productivity in relation to wages. But the general aim of economic viability (and there is no other practical prospect) demands that this adjustment be made, as the decline in the Government and Crown sector of the economy is replaced by an expanding private sector.

8. The problem has been stated here in its sharpest form. It is, however, essentially a problem of manageable proportions. As is made clear in later paragraphs the scale of investments needed to achieve the aims of the programme is within the limits of the capital available; and in human terms, the skill and commonsense of the labour force and the initiative of industrialists are such that the change over can be achieved. It is a hard, but not impossible, task.

OUTLINE OF PROGRAMME

9. The main outlines of the programme fall into place, against the background of a goal to which the investment as a whole is directed. A total programme of £32¼ million capital investment is provided for over the five year period 1959-64. Of this some £12 million is needed to complete schemes and projects which are inherited from earlier years (including the Harbour project recently started), and about £4 million has been put as a very necessary reserve, the use of which will be decided at regular reviews during the period. What may be called 'new' spending is therefore of the order of £16¼ million, of which £3 million is allocated for industrial development, £6 million for the conversion of the Dockyard to civil use, and £.5 million on promotion of Tourism. This change of emphasis is apparent, though not in so striking a form, by the size of total investments proposed. About £15¼ million is proposed for economic investment, and £4.3 million for basic services, with some £8¼ million for social services (including about £1.4 million for winding up the War Damage Compensation Scheme).

10. The major single investment is £6 million earmarked for the conversion operation of the Naval Dockyard to civil use. The full programme of conversion will, of necessity, take about five years, as the physical changes will have to be

made in dockyard installations designed for Naval repair work, to make them suitable for commercial working, and, in particular, for work on oil tankers. Fortunately naval repair work will continue at a high level for the initial year or so of the operations of the civil dockyard and this will give time for Messrs C. H. Bailey Malta Ltd., who have taken over the Yard, to instal the main facilities required, and to start attracting commercial trade. This operation is a striking example of the 'new look' for Malta to which this whole development programme is geared. The biggest single industry of the island has, for many years, been the Naval Dockyard, with stable employment under the usual conditions of service with the Crown. The need for a Naval Dockyard is fast disappearing, and, clearly, with the rapid decline in naval ships, there can be no prospect of the Dockyard continuing as a Service industry. It is only one of several naval dockyards to be closed as the physical stock of Naval ships decline. There is, therefore, only one thing which can be done: to make the Dockyard suitable for ordinary commercial competitive operations. This is the object of the investment and after protracted negotiations arrangements have been concluded with a private ship-repairing firm (C. H. Bailey Ltd.) to undertake this task, with financial assistance from Her Majesty's Government. This is the pattern for Malta's future, and this great project typifies what must happen throughout the economy; safe and assured employment under the benevolent Service direction, is to be replaced by employment in the world of competition, where the ultimate future of the labour force will depend on the skill of management and the skill and productivity of the workers.

11. Apart from the thickening up of basic services (roads, water, and the like), there are three major investments designed to speed the conversion of the economy from one based on Services dependence to one which will be self-supporting and viable on its own. The first, and most important, is the allocation of about £3 million for Industrial Development and, for the present, £2 million of the reserve is earmarked for continuing this scheme in 1962/64. The great bulk of this £3 million (£2¼ million) is for grants and loans for industrial development. These funds are provided to assist in the finding of the necessary funds for capital investment, and will be usually in the form of grants toward fixed capital costs of new industrial or hotel development. These will be available to any industrialist who wishes to set up new industries in Malta, or who wishes to undertake major development of existing industries. Allied to these loan and grant schemes, Aids to Industry legislation has been enacted which provides for a tax free period of 10 years for both new industrial development and expansion of old industries; for exemption of customs duty on plant, equipment, building materials used for setting up new or extending existing industries; and for imposing countervailing duties if dumping is shown to be damaging the country's industry. Flexible drawback arrangements are being introduced to encourage the growth of industry for processing semi-finished materials and subsequent export of the finished product. The whole Customs Tariff is also to be reshaped to provide the proper framework for a developing industrial and manufacturing economy, with the normal multi-tiered arrangements for duties which rise by stages from exemption on primary raw materials, low duties on materials for further processing (which are not thereafter exported), and so on through the scale to the highest duties on luxury imports of consumer goods. In addition, there is direct Government investment which has been allotted for the construction of fully serviced modern factories on the Government industrial estate for lease to industrialists on generous terms. If desired, factories will be built to specification, or serviced sites in the estate will be leased to those who prefer to build themselves.

12. The second major change in the direction of investment is the £500,000 provided for Tourist development. New hotel projects will be eligible for the assistance outlined in the preceding paragraph, including that given by the Aids to Industry legislation. In addition, there will be a substantial assistance in Tourist promotion, through advertising and other various forms of publicity. Physical works include the programme for beach improvements, and the provisions of water, roads, and other services for hotels and resort sites which are not supplied with these services under the ordinary plans for their development.

13. The last major economic investment is that of about £2½ million for modernisation of the civil harbour, which will provide the physical basis needed for efficient and economic port work, on which the effectiveness of industry will largely depend. This allocation provides for deep water berths, mechanisation of quay handling operations, new warehouses, a passenger terminal and a grain silo to reduce wheat handling costs.

14. Though these are the sectors of investment on which the main emphasis is placed, there are substantial allocations for the ordinary economic services; electricity, agriculture and, in particular, a large programme of technical education, to build up the skills which are needed at all levels for an industrial state. Clearly this bias towards expansion of technical education facilities is in accordance with the needs of the times and without it the plans for swift industrial advance would be considerably hampered. It is, in short, an integral part of the basic aims of the programme.

15. It is natural that, given the economic policy which is the background to all this programme, investment in providing an improvement in Social Services must take second place. Improved Social Services are an inevitable commitment of this age, and it is one of the major difficulties of developing countries that they have to be provided during the period of development, and not after the economy has been developed to a stage when they can more easily be borne, as was the case with the older industrial countries of Europe. In Malta's present circumstances, since Social Services are already well developed, there is no case for a very heavy capital investment in new institutions, when any capital available is badly needed for stimulating diversification of the economy. Indeed the high rates of recurrent expenditure which such development always entails makes it necessary to postpone, so far as possible, substantial investment in this field until the economy, and, in consequence, the ordinary annual budget, can sustain them. Nevertheless a substantial investment is proposed in housing, though here the emphasis changes during the period from the direct construction of houses by Government, the programme of which will decline after the first two years, to the encouragement of private building, both by the provision of serviced estate sites, and by the general policy of letting the ordinary rule of the market play its part, which involves dismantling by stages the rent and other controls which at the present time make it uneconomic for private capital to be invested in house-building. Education and Health are also not neglected, and the most urgent of the projects in this field have been provided for, including a new T.B. Hospital. It is also proposed to make a start, later in the programme, on building a Government Administrative Block, and rebuilding the Opera House, destroyed by enemy action during the war. This would come out of the substantial reserve item, if changing circumstances have not then required that the funds earmarked for this be invested in other higher priority projects.

EMPLOYMENT

16. The mainspring of the programme as a whole is the aim of making Malta a viable economic unit. This means a country which will, by its efforts and productivity, be able to sustain a level of near full employment, but a very different form of employment from that now obtaining when some 40,000 of a total working population of about 90,000 are employed either by Government directly (17,000, of which 8,000 are non-industrial and 9,000 industrials) or by the Services (23,000 including locally enlisted Service personnel). Some 6,000 of these have gone from the public to the private sector with the transfer of the Dockyard to civil working, a significant shift in the balance in itself, and it is inherent in the basic policy of this development programme that the shift will continue. It follows from this that there must be significant changes in the structure of the Government labour force, which is, at present, entirely composed of regular employees. In order to ensure that most efficient use of labour within the framework of full employment policies, it will be necessary to devise arrangements which would give the flexibility needed so that labour could move from private

to Government employment and vice versa, as labour demands in the public sectors varied.

17. The aim is full employment. The crucial question is therefore whether the programme as a whole is so constructed as to provide this level of employment, directly or indirectly. Here many assumptions have to be made; and many imponderables have to be assessed. During the five year period the employable population is expected to increase by about 16,000. The present trend of increased emigration is expected to continue. It is probably reasonable to suppose that some 10,000 'employables' may emigrate during the period. A net increase of 6,000 must therefore be catered for, over and above any decline in service and crown employment. It is difficult to put any precise figure on this decline, as so many imponderables are involved. It seems reasonable to assume that Baileys Ltd. will continue to employ about the present number employed in the Dockyard, if the ancillary industries which are proposed are successful. Government and service employment may decline by about 3,000 over the period, so far as can be foreseen at present. If this is so, the question resolves itself into this form: is the proposed investment in industrial development and other economic services of such an order that it can fairly be expected to create employment for a labour force of about 9,000? Taking into account that an investment of about £4½ million would reasonably be expected to be matched by at least an equal amount of private investment, a total investment of about £9,000,000-£10,000,000 is a reasonable assumption. It is also fair to assume that for any new employment created in new industrial development, further employment will be created in the general distributive, personal and similar forms of services. Therefore the forecast of net new jobs needed to maintain full employment is reduced to about 5,000. Whether calculations are made by direct 'pounds per new job' calculations, or by working down on the normal capital to output relationship (2:1) and breaking down output into 'added value' and then assuming the labour wage element of that 'added value' to be broadly the same as elsewhere, it appears that the 5,000 new direct industrial jobs can be achieved, if the total investment proposed is taken up, including the £2 million kept in reserve but earmarked for grants and loans for industrial development. Bearing in mind the extra employment in, for example, the private building sector through administrative measures to encourage private building, it can be safely asserted that, provided the plan is successful, in the sense that the full allocation for industrial development is taken up and matched by private investment, then full employment will be secured. It is on this reasoning that the phasing of direct employment through Government's own spending has been based, which caters for a slow rundown in the level of such direct employment, so as to avoid dislocation during the period when the private sector labour requirement is only beginning to increase.

ADMINISTRATION

18. It would only be sensible to base a Capital programme on a policy of a definite change in economic course if the rest of the administrative and legal arrangements of the Government were in step with this new policy. It is therefore relevant to indicate what policies are to be followed which will supplement the Development programme and, indeed, without which it could not achieve its object. The most important are:—

(i) As has been indicated the Tariff arrangements will be entirely revised to achieve a balanced duty structure favourable to industrial development;

(ii) The companies legislation is to be completely overhauled and modernised to provide a modern legal framework for private enterprise operations, and the setting up of limited liability companies in the usual European form;

(iii) Those commercial undertakings which are now run directly by Government (water, electricity, milk marketing and telephones) will be examined with a view to hiving them off from the Government machine and turning them into autonomous statutory authorities, to gain that flexibility and commercial outlook which is needed, and which in the nature of things is rarely found in a Government organization;

(iv) The system of price control, and other controls which distort the workings of a free economy, and of quantitative import restrictions and other

similar retrogressive controls will be progressively abandoned, together with the panoply of rationing and subsidy arrangements, though clearly, in this latter case, care will have to be taken not to push up wage levels as a whole when subsidies are withdrawn and therefore arrangements to replace subsidies by some other method of assistance to the poorer section of the community will have to be devised. In the free enterprise half of the world, the law of the market, and its stimulus to efficiency and competitive operation must be given free play, and the distortions of state intervention reduced to the minimum.

PHASING

19. It will be observed that the phasing envisages the highest spending in the first two years, thereafter remaining reasonably steady, if the reserve is taken into account, as this will be spent in the latter half of the programme. There are three main reasons for this:—

(i) The need to ensure that the labour situation and conditions of full employment continues to be secured pending the expansion of the private sector of the economy;

(ii) The high incidence of capital spending on imported materials in these years for works which are already in hand or to which the administration is committed, such as the Harbour and Silo works, Telephone equipment, generating sets for the Power Station and the like;

(iii) Many major schemes are already in train and much of the programme of work for the first two years is, in effect, already committed and cannot be abandoned or postponed in a half finished state. The general level of capital spending should be compared with recent figures:

£2.5 m. — 1954/55
£3.7 m. — 1955/56
£5.0 m. — 1956/57
£5.1 m. — 1957/58
£3.7 m. — 1958/59

FINANCE

20. As has been announced in the British Parliament, Her Majesty's Government is to make available £29 million of new monies to Malta over the period for capital spending, in addition to £¼ million of C.D. &W. money from earlier allocations; £19 million of these new funds will be found from Colonial Development and Welfare sources, £5 million from an Exchequer Loan, about £1.4 million is the balance of War Damage Funds, and the balance will be provided from the Colonial Services Vote. In addition, it is proposed to raise as soon as practical a local Government loan or loans totalling £3 million from Malta's own resources. It may be possible to increase this loan figure later. It is intended to use these loan monies for projects which are as far as possible selfservicing to avoid adding too great a load on the recurrent budget, such as the various loan schemes, rental housing and so on. The total resources available are, therefore, £32¼ million. As has been stated in earlier paragraphs it is necessary to earmark from this sum some £6 million to cover the cost of conversion of the Dockyard for civil use and for ancillary industries connected with the Dockyard. This leaves a balance of £26¼ million. The programme outlined above, and described in detail in subsequent chapters, amounts to just over £22 million, excluding the dockyard conversion, leaving over £4 million as a very necessary contingency reserve, to cover rises in costs and changes in the scope of plans, and also the possibility, towards the end of the period, of new schemes becoming urgently necessary which it might not otherwise be possible to fit in except at the expense of other parts of the programme. If this does not happen, it will be possible to consider putting in hand the two major projects of the Administration Block and the Royal Opera House rebuilding.

21. At the present time, revenue and expenditure in the Ordinary Budget are approximately balanced at £10.7 million (including grants from Her Majesty's Government for specific services of about £.4 million). Any increase in taxation must go first to finance any increases which may occur through the natural creep of recurrent expenditure, major salary awards and other inescapable increases in recurrent costs, as well as the extra recurrent cost which implementation of the Development Programme will entail, estimated to be of the order of about £250,000 at the end of the 5-year period, assuming some reductions in electricity tariffs. It will be the first fiscal task to keep the recurrent budget in balance, and as soon as possible to consider supplementing the available capital by making a contribution from revenue to further capital development. This is an indispensable requirement for Malta to achieve credit worthiness, and so be able to look in the future to the possibility of raising external loans, a vital factor in ensuring future development.

CONCLUSION

22. The following chapters set out separately the programmes for various types of development which it is intended to carry out, with an indication of the phasing of those programmes, in the form of annual allocations for the various works and services involved. Finally, the breakdown of the programme, in financial terms, is set out at Appendix I, giving the proposed phasing by years of expenditure. But it is emphasised once again that the programme, like all Development Programmes, is not a static and rigid plan. As time goes on variations occur, primarily in two ways: on the one hand, the timing of schemes changes, some go quickly, and in some there are planning and other delays of one sort or another; on the other hand, modifications in the make up of the plan may occur. Schemes are dropped, expanded or reduced, and others are brought in, as circumstances change. The concept of planning involves this flexibility and, no doubt, the final analysis of the programme at its completion will reveal many differences from the pattern of the proposals presented here.

23. This is a bold and imaginative Plan, designed to meet Malta's needs, and financed by generous assistance from Her Majesty's Government. The success of these plans will depend on the people of Malta themselves. It will demand a changing of habit of thought from local industrialists, and a sustained high level of productivity from the labour force. In the long term Malta's economy must be so fostered that it will be able to get out into the world, meet world market conditions, and stand on its own. It is a great challenge, and this programme provides the foundation for meeting it. Whether it is met successfully will depend, in the last resort, on the enterprise, skill and productivity of all sections of the community.

WATER DEVELOPMENT

Total Allocation — £2,213,500

The average yearly rainfall is about 22", concentrated mainly between the months of October and March. There are no large surface bodies of water, and the water supplies consist of underground sources which have to be tapped by means of shafts and extensive gallery systems excavated in the rock. It is only in the last decade that efforts to develop the Islands' water supplies so as to make better provision for the domestic needs of the population and of industry have reached an intensive level. The present position is still far from satisfactory. Water extraction in both Islands is at present at the rate of 3,081 million gallons per annum which is a considerable increase from the figure of 2,415 million gallons in 1955 when the present intensive programme was started. Nevertheless increasing consumption (from 20 to 30 gallons per head in the last five years), with a rising standard of living and an increasing population, has kept pace with this increase.

2. The present programme of water development works was initially started in 1944 and is largely based on the advice given by Dr. Morris, who later published a report on local water supplies. These supplies consist of underground sources and are found at two levels, namely:—

(a) the Lower Water Table at sea level;

(b) the Upper Water Table in the Northern parts of the Island, where the water, owing to the presence of an impervious clay layer, does not percolate as far down as sea level.

Extraction from the Lower Water Table has reached the limit compatible with maintaining a reasonable degree of salinity; development in this Table is therefore limited to a programme of evening out the extraction by setting up new pumping stations on sites indicated by Dr. Morris. (Research is at present being carried out under a F.A.O. project on the use of double pumping to reduce salinity). Any significant increase in water supplies is therefore to be expected mainly from the Upper Water Table until the cost of water distillation is reduced to an economic level.

3. Between 1944 and 1953, three major schemes (each consisting of a pumping station, shafts and galleries) were started — at Ta' Qali and Ta' Kandja, both in the Lower Water Table, and at Miżiep in the Upper Coralline Limestone Area. Thereafter a United Kingdom firm of consultants, Messrs Binnie, Deacon and Gourley was commissioned to advise on and supervise further schemes of development. A contract was given out for a geological survey of the Upper Water Table in Malta and Gozo to collect data for further excavations of galleries and to determine the feasibility of sealing the geological fault at Mistra so as to convert it into a huge under-ground reservoir, as suggested by Dr. Morris. (The latest report by the Consultants is that the sealing of the Miżiep-Mistra fault is not feasible and other possible sites are being examined). Contracts were also placed for pumping stations, shafts and galleries at:

(i) Bingemma, Falka and Ta' Zerp;

(ii) Ta' L-Isperanza;

(iii) Ta' Bakkja;

as well as for a 20-million gallon reservoir at Fiddien. The Development Plan provides for the continuation of such of the above mentioned schemes as have not yet been completed, as well as for new schemes. These new schemes are not set out in detail in the Plan as the Consultants have been asked to carry out a survey and investigations prior to the submission of a report on future water development schemes. The progress in water development which has been made in recent years

and which may be expected from the Development Plan is shown in the following figures of past yields and expected future yields as far as they can be estimated:—

Year	Annual Yield (Malta & Gozo)	Per head of population per day
1954	2,306 million gallons	20.0 gallons
1955	2,415 „ „	21.1 „
1956	2,561 „ „	22.2 „
1957	2,425 „ „	20.8 „
1958	3,081 „ „	26.1 „
1959	3,616 „ „	30,0 „
1964	3,881 „ „	30.9 „

It will be seen that the increase in water production is 68% in 10 years and 26% from 1958; the corresponding increases per head of the population are 55% and 19%. Although this represents a considerable improvement, this average is still much lower than the level considered satisfactory in most countries of Europe.

4. The cost of water production by distillation from sea water is being watched, but it is not likely that this method is going to be economical enough to be adopted in the very near future in Malta, as at present it costs roughly twice as much as extraction of water from underground sources.

5. No provision has been made in the Development Plan for the construction of reservoirs. During the year preceding the Development Plan period, work was completed on three new reservoirs, bringing the total storage capacity in Malta and Gozo to 96½ million gallons. There is a reason for postponing action on the whole question of water storage. Reference was made in parenthesis above to the research which is being carried out on the use of double pumping to reduce salinity. According to the old theories, the level of fresh water in the Lower Water Table is to be kept high in order to prevent sea water seeping through; consequently a large proportion of fresh water flows out to waste. With double pumping, it is claimed that the fresh water level can safely be depressed almost to sea level, so that the Lower Water Table may itself be considered as a huge underground surface reservoir; this would make it unnecessary to embark on large scale storage projects.

6. Turning now from production and storage to distribution, the Development Plan provides for the continuation of extensions and renewals of service mains to cope with the increased demand for services. Provision is also made for a much larger programme of renewal of mains in both Malta and Gozo in order to curtail wastage of water through leakage and to improve distribution. It is estimated that about 30 miles of wrought iron mains require renewal in Malta and 16 miles in Gozo. The new mains will be cast iron, as wrought iron mains have their capacity and life reduced through incrustation and rusting over the years.

Item 1. Construction of Fiddien Reservoir — £7,500

This 20 million gallon reservoir, costing £286,600, was started by contract in November, 1956, and finished 2 years later. It is situated in the Rabat Plateau and collects water from the springs in that area and from the pumping station at Mizieb. The provision of £7,500 in 1959/60 is required to meet retention money due to the contractors.

Item 2. Laying of trunk mains — £80,000

This provision which is due to be spent is 1959/60 will complete a programme, spread over eight years, of laying of trunk mains to link new reservoirs or pumping stations to the general distribution system. The provision for 1960 covers the laying of the following trunk mains:—

(a) Luqa/Cottonera;
(b) Fiddien/Qali;
(c) San Niklaw/Żurrieq;
(d) Remaining part of Falka/Naxxar;
(e) Remaining part of San Niklaw/Ghaxaq.

Item 3. Exploitation of Binġemma, Falka and Ta' Zerp — £300,400

The total cost of the scheme is estimated at about £580,000 and the expected yield on completion of the scheme is 184 million gallons per annum. Work on the construction of galleries and shafts at Binġemma, Falka and Ta' Zerp in the Upper Coralline Area was started in October 1956, after being put out to tender, and is scheduled for completion in May 1959, the contractor having applied for an extension. Work on the pumping stations at Binġemma and Falka which started in July 1958 is expected to be completed in July 1959. The provision in subsequent years is to cover plant and machinery purchases, the Mġarr Barrier, consultants' fees and retention money.

Item 4. Development of Ta' Bakkja and Ta' L-Isperanza — £520,000

Work on the construction of galleries and shafts in the Lower Water Table at Ta' Bakkja and Ta' L-Isperanza was started in June 1957 and is expected to be completed in December 1959. Work on the two pumping stations one at Ta' Bakkja and one at Ta' L-Isperanza will commence and is expected to be finished in 1959/60. Subsequent provisions cover costs of machinery, retention and consultants' fees.

Item 5. Work at Ta' Kandja — £71,500

This project — consisting of 20,000 ft. of galleries, a 300 ft. shaft and a pumping station in the Lower Water Table — is estimated to cost £286,000 and was started in March 1950. The pumping station, lift and ventilation have been in operation for some time but progress on the galleries was at first rather slow because of discussions regarding piece-rates with the Government employees who were doing the work. It was decided to give the work out to contract and it is now expected to be completed by March 1961. The expected yield is 1,000,000 gallons per day.

Item 6. Development of the Upper Coralline Areas in Malta and Gozo — £721,000.

The Consultants are carrying out a survey and investigations prior to the submission of a report which will form the basis of future water development schemes in the Upper Coralline Area in Malta and Gozo. The figure of £21,000 in 1959/60 covers fees to consultants, cost of tests and preliminary work on the development of the Ghajnsielem Basin in Gozo. In the absence of detailed estimates, a total of £700,000 is being tentatively provided for the 5-year period for the actual cost of the scheme. It is hoped that in a year's time a decision will have been taken on the implementation of the new schemes. At present the yield from these schemes is tentatively estimated at about 600 million gallons per year.

Item 7. Irrigation Dams — £10,000

This scheme which will be completed in 1960/61 consists in the partial damming of valleys for irrigation purposes.

Item 8. Extension of service mains, Malta — £50,000

This is a regular provision for extending the service mains to cope with the demand and with the growth of towns and villages. The services are extended only where a reasonable return is expected.

Item 9. Laying and renewal of mains, Malta — £250,000

This is also a regular provision and the amount has been raised from the usual £10,000 annually to £50,000. Renewal is normally undertaken to stop water leakages, to increase the capacity of the mains and to provide a better hydraulic pressure to meet present and future demands. As a result of a preliminary survey carried out by the Water and Electricity Department, it has been found that some 30 miles of wrought iron mains are in urgent need of renewal in order to curtail

wastage of water through leakage and to improve distribution. The wrought iron mains, which tend to lose capacity with increasing incrustation, will be replaced by cast iron mains.

Item 10. Hydrological Research — £22,500

This scheme covers the drilling of boreholes and the purchase of sundry instruments for the hydrological section and the cleaning of dams.

Item 11. Improvement and redistribution of water supplies in Malta and Gozo — £46,100

The provision for the first year, which stands at £22,100, is required for:—

(a) *Naxxar Booster.* This will replace the existing pump at San Anton which works on the old single phase 100 cycle system. As the work of the pump is to boost water from Ta' Qali main to Naxxar and Għargħur, the opportunity is being taken to erect the new pump at Naxxar (in an existing room at Naxxar reservoir) which is 200 ft. higher and will thus eliminate an unnecessary pumping head.

(b) *Żurrieq Booster.* This pump is intended to boost water to Żurrieq along an existing main from the new reservoir at San Niklaw. Żurrieq at present receives its supply by gravity from Fawwara Springs which also supply Siġġiewi, but owing to increasing consumption, the yield of the springs in summer is becoming insufficient for the two villages.

(c) *Fiddien Booster.* This will boost water from the new 20 million gallon reservoir at Fiddien to Nadur and Rabat tanks, which at present have to be supplied during the summer by boosters from Ta' Qali, Fiddien and Għajn Qajjet. These boosters are diesel driven and involve the attendance of 10 drivers. The new booster will run automatically by electric power from the main supply. The project also involves the building of a pumping chamber.

(d) *Electro-submersible pumps for Dingli Pumping Station, Żabbar borehole, San Anton borehole and Għasri borehole.* At Dingli, pumping is carried out by diesel engines in an old underground chamber 75 feet below the surface, which has led to complaints from both the Department of Labour and the General Workers' Union. The electro-submersible pump will run automatically, thus doing away with the present requirement of six drivers. At Żabbar, a plunger pump, which in any case needs replacement and involves the presence of an attendant, will be replaced by an automatic pump. San Anton borehole, for which another pump is being purchased, will be utilised for the irrigation of San Anton gardens. The pump for Għasri borehole will replace another one borrowed from Malta where it is required as a standby.

(e) *M.M.U. Gozo Factory.* A new borehole was sunk in 1958 to cope with the demand of the new Gozo Milk Plant, as well as the new Tomato Paste Factory, which between them consume over 40,000 gallons of water a day. It is intended to provide and instal a submersible pump, excavate a chlorination tank provided with a chlorinating instrument and provide and instal a small pump to boost the water from the tank into the mains. All this equipment will be automatic.

(f) *Water Tower at Xagħra, Gozo.* At present, the villages of Xagħra, Marsalforn, Nadur and Qala are supplied by means of a small tank at the highest point in Nadur. Owing to increased consumption, both the tanks and the mains have become inadequate. In order to relieve the situation, it is intended to instal a second water tank situated at the highest point in Xagħra, holding one or two days' reserve, to act as a balancer for the times of high and low consumption.

Detailed plans will be worked out annually for the programme in future years. The works involved are mainly the readjustment of the mains system, the introduction of a system of automatic valves, booster pumps and balancing tanks.

Item 12. Extending Service Mains, Gozo — £20,000

This is a regular provision for Gozo corresponding to Item 8, in respect of Malta.

Item 13. Laying and renewal of mains, Gozo — £109,000

This corresponds to item 9 for Malta. The survey has revealed some 16 miles of wrought iron mains which require renewal by cast iron mains. The amount for the first year has been stepped up to £57,300 to deal with the most urgent part of the programme, part of which will have to be carried out by contract.

Item 14. Office and store, Gozo — £4,000

It is intended to construct new office premises with an extensive yard at the back. This yard will accommodate the many valuable stores which are at present scattered in the various pumping station sites in Gozo.

Item 15. Installation of wire netting and improved lighting at the Water Works Stores — £1,500

The store at Wied il-Kbir is an open space surrounded by a boundary wall which is not considered high enough to afford reasonable safety of the stores. The area where this store lies is uninhabited, and therefore adequate protection is all the more necessary.

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
1. Construction of Fiddien Reservoir	286,603	279,103	7,500	—	—	—	—	7,500
2. Laying of Trunk Mains	265,256	285,256	80,000	—	—	—	—	80,000
3. Exploitation of Bingemma, Falka and Ta' Zerp	580,834	280,434	153,000	74,000	73,400	—	—	300,400
4. Development of Ta' Bakkja and Ta' L-Isperanza	919,940	399,940	294,000	120,000	106,000	—	—	520,000
5. Works at Ta' Kandja	213,323	141,823	37,500	34,000	—	—	—	71,500
6. Development of the Upper Coralline Area	721,000	—	21,000	37,000	263,000	200,000	200,000	721,000
7. Irrigation Dams	18,248	8,248	5,600	4,400	—	—	—	10,000
8. Extending Service Mains (Malta)	102,834	52,834	10,000	10,000	10,000	10,000	10,000	50,000
9. Laying and Renewal of Mains (Malta)	320,907	70,907	50,000	50,000	50,000	50,000	50,000	250,000
10. Hydrological Research	25,000	2,500	2,500	5,000	5,000	5,000	5,000	22,500
11. Improvements and Redistribution of Supplies (Malta and Gozo)...	63,029	16,929	22,100	6,000	6,000	6,000	6,000	46,100
12. Extending Service Mains (Gozo)	32,744	12,744	4,000	4,000	4,000	4,000	4,000	20,000
13. Laying and Renewal of Mains (Gozo)	123,423	14,423	57,300	16,000	15,700	10,000	10,000	109,000
14. Office and Store, Gozo...	4,000	—	4,000	—	—	—	—	4,000
15. Installation of wire-netting and improved lighting at Water Works Stores	1,500	—	1,500	—	—	—	—	1,500
Total	3,778,641	1,565,141	750,000	360,400	533,100	285,000	285,000	2,213,500

WATER—cont.

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
[Construction of Reservoirs	101,055	101,055						
[Sundry works at Miziep etc. and Gozo	250,197	250,197						
[Sinking shafts and driving galleries at Miziep	148,314	148,314						
[Underground Tanks	129,451	129,451						
[Supply of Plant and Tools for working the Miziep Syncline	16,400	16,400						
[Providing water meters	60,305	60,305						
[Other Pumping Stations — works and equipment (Malta)	9,248	9,248						
[Other Pumping Stations — works and equipment (Gozo)	20,432	20,432						
[Instruments, vehicles and machinery	28,321	28,321						
[Construction of Ta' Cenc Reservoir	33,669	33,669						
[Erection of Power Station at Mixiep, Ta' Qali and Ta' Kandja	24,310	24,310						
[Sundry Works	7,891	7,891						
Grand Total	.. 4,608,234	2,394,734	750,000	360,400	533,100	285,000	285,000	2,213,500

N.B. [Completed Schemes.

TELEPHONE DEVELOPMENT

Total Allocation — £786,000

Until the first Automatic Exchange was inaugurated in October, 1957, all the telephone exchanges in Malta and Gozo were manually operated. It is intended to continue this programme of conversion to the automatic system and also to provide more lines to cope with the expansion of demand. In October, 1957, there were 5,159 subscribers' lines connected to the Central (the first exchange to be converted to the automatic system) Valletta, St. Paul's Bay, Rabat, Sliema and Gozo exchanges. By the end of 1958, there were 7,823 subscribers' lines and the programme — which is to be completed in March 1962 — aims at a total of 13,200 lines. The estimates in the Development Plan cover the cost of the extension of the automatic equipment already installed in the Central Automatic Exchange, conversion of the other exchanges to the automatic system and the purchase and laying of cables; it is also intended to set up a radio-telephone between Malta and Gozo to replace the present submarine cable connection.

Details of Schemes

Item 1. Central Automatic Exchange — £131,700

As already stated, the first Automatic Exchange in Malta was inaugurated in October, 1957. This had a capacity of 4,300 lines and an order was placed in January, 1958, for the first extension of 1,700 lines; an order for a second extension of 1,000 lines bringing the total capacity up to 7,000 lines was placed in October, 1958. The total cost of the 7,000 line exchange is estimated at £312,901. It is expected that the first extension will be completed in May, 1960, and the second in February, 1961, and connection of subscribers will be completed in January, 1961, and March, 1962. respectively.

Item 2. Main Cables — Central Exchange — £205,000

The provision in the Development Plan continues the scheme for laying cables to keep pace with the expansion of the exchange. By the end of 1958/59, cables will have been laid and telephones installed to correspond to the initial capacity of the Central Exchange of 4,300 lines. By March, 1962, the work will have been extended to cope with the total of 7,000 lines which are aimed at.

Item 3. Radio Telephone to Gozo — £30,000

The radio telephone link between Malta and Gozo will provide 24 channels as compared with the 14 lines in the existing submarine cable, which are inadequate to cope with the present traffic. The cost of the radio telephone link is much lower than the cost of additional cables that would be required from Naxxar in Malta to Victoria in Gozo. It is expected that the scheme will be completed in December, 1960.

Item 4. Main Cables — Sliema — £61,300

This will make it possible to increase the number of subscribers' lines in the Sliema Exchange Area to 7,000 (for further remarks regarding the development of this area see Item 12).

Item 5. Main Cables — Gozo — £15,000

This work was started in April 1958 and will be completed in October, 1960. It will make it possibe to increase the number of subscribers to the capacity of the new automatic exchange (Item 10).

Item 6. Extension of Sliema Exchange building — £17,000

The present Sliema Telephone Exchange Building is not large enough to accommodate the proposed Automatic Exchange for that area (vide Item 12), which will also make it possible to increase the number of subscribers very considerably. The total cost of the extension is estimated at £19,881 of which £2,881 was spent before the beginning of the new Development period.

Item 7. Main Cables — St. Paul's Bay — £7,500

Additional cables are being laid to provide more lines to meet increased demand.

Item 8. 400/800 line automatic exchange for St.Paul's Bay — £21,000

Item 9. 600/800 line automatic exchange for Rabat — £30,000

Item 10. 600/800 line automatic exchange for Gozo — £30,000

Item 11 200/300 line automatic exchange for B'bugia — £12,000

Telephone service at B'bugia is at present provided from the Central Exchange at Blata-il-Bajda (near Spencer Monument at Marsa). All lines in the cable to that area are in use and if telephone service is to be given to the 44 waiting applicants, it will be necessary to lay a new cable (about 7 miles long) from Blata-il-Bajda. The installation of an Automatic Exchange at B'bugia will be cheaper than the cost of the cable.

Item 12. 5,000/7,000 line automatic exchange for Sliema — £220,000

This exchange and those under items 8, 9 and 10 are on the manual system and were installed in the years 1936-38, which means that they have passed the 20-year period, which is the recognised useful life for a manual telephone exchange. Apart from this, it is considered to be more economical to replace them by automatic exchanges. The capacity of each Exchange has been calculated in accordance with the present and estimated future requirements of each area.

When the Central Exchange began operating on the automatic system in October 1957, part of the manual equipment was transferred to the Sliema Exchange so as to increase its capacity from 2,400 to 3,000 lines. The connection of the additional subscribers will be completed in August, 1959, but this will still leave a large number of outstanding applications which it will be impossible to meet until the Automatic Exchange with an initial capacity of 5,000 is installed. The expected date of completion of the Automatic Exchanges is: — St. Paul's Bay — December 1961; Rabat — October 1961; Gozo — March 1962; Sliema — March 1962.

Item 13. Building for the St. Paul's Bay automatic exchange — £2,500

Item 14. Building for two Radio Telephone Stations at Naxxar and Victoria-Gozo — £3,000

These buildings are required to house the Radio Telephone Equipment under Item 3 and the Automatic Exchange under Item 8.

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
1. Central Automatic Exchange	312,901	181,201	92,700	39,000	—	—	—	131,700
2. Main Cables, Central Automatic Exchange...	540,907	335,907	120,000	35,000	50,000	—	—	205,000
3. Radio Telephone to Gozo	30,000	—	5,000	25,000	—	—	—	30,000
4. Main Cables, Sliema	124,108	62,808	20,000	30,000	6,300	5,000	—	61,300
5. Main Cables, Gozo	30,084	15,084	9,500	5,500	—	—	—	15,000
6. Extension of Sliema Telephone Exchange Building	19,881	2,881	17,000	—	—	—	—	17,000
7. Main cables, St. Paul's Bay	17,842	10,342	7,500	—	—	—	—	7,509
8. 400/800 line Automatic Exchange for St. Paul's Bay	21,000	—	—	18,000	3,000	—	—	21,000
9. 600/800 line Automatic Exchange for Rabat	30,000	—	—	24,000	6,000	—	—	30,000
10. 600/800 line Automatic Exchange for Gozo	30,000	—	—	24,000	3,000	3,000	—	30,000
11. 200/300 line Automatic Exchange for B'Bugia	12,000	—	—	9,000	3,000	—	—	12,000
12. 5,000/7,000 line Automatic Exchange for Sliema	220,000	—	—	120,000	70,000	30,000	—	220,000
13. Building for St. Paul's Bay Automatic Exchange	2,500	—	2,500	—	—	—	—	2,500
14. Building for Two Radio Telephone Stations at Naxxar and Victoria (Gozo)	3,000	—	3,000	—	—	—	—	3,000
Total	1,394,223	608,223	277,200	329,500	141,300	38,000	—	786,000

TELEPHONES—cont.

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure 1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
[Main cables, Rabat	8,576	8,576						
[Telephone service to outlying districts	3,424	3,424						
[Increase of the capacity of the Sliema Manual Exchange	7,999	7,999						
[Increase of the capacity of the Valletta Exchange	596	596						
[Purchase and installations of public telephone kiosks...	10,628	10,628						
Grand Total	1,425,446	639,446	277,200	329,500	141,300	38,000	—	786,000

N.B. [Completed Schemes.

ROADS

Total Allocation — £1,365,000

With an area of only 121 sq. miles, the Maltese Islands have 432 miles of asphalted roads and 40 miles of macadamised roads all considered to be usable by motor traffic. There are also 34 miles of roads suitable for horse-drawn vehicles only and another 48 miles of country lanes, tracks etc. which are not ordinarily intended for use by vehicles. In relation to their area, the Maltese Islands therefore have a high road mileage, but it is to be pointed out that about 250 miles of asphalted roads are town and village streets serving building development.

2. Most of these roads were planned and constructed before the enormous increase in motor traffic that took place after the war. In 1810 the only highway of importance that existed was the Valletta-Mdina road constructed by the Knights of St. John. Up to 1860, when the Public Works Department came into being, the only roads constructed were those built by the Military authorities for the purpose of linking barrack areas and defence posts. With the setting up of the Public Works Department, the construction and improvement of roads became a regular activity of the Malta Government.

3. When mechanically driven vehicles began making their appearance in any numbers in 1920-21, the roads system was made up largely of narrow and tortuous tracks suitable only for horse-driven transport and therefore a source of danger to all users of the public roads. The construction of macadamised highways consequently dates back only to the early twenties. However, the health of the population was being affected by the clouds of dust raised by motor vehicles even on the macadamised roads because of the dry summer climate. In the early thirties, the resurfacing of streets and roads with asphalt and bituminous compounds was taken in hand in order to combat the dust nuisance.

4. As already stated, the roads system — although intensive — requires considerable improvement at many points in order to cope with the speed and volume of modern motor traffic. There are now 20,366 (end of 1958) motor vehicles on the road and their number has been increasing by about 2,000 per year. This is exclusive of vehicles owned by the Services and N.A.T.O. and American Base personnel for which no figures are available. In some cases, it has become necessary to construct entirely new highways to carry traffic previously going through narrow streets of town and villages. Examples of this type of project are the Tarxien and Luqa Bypasses started earlier and to be completed in the first year of the Development Plan. Another major road project, which is included in the Port Development Chapter, is the Harbour Bypass which will provide a broad highway for traffic between the Harbour area and the Dockyard area, which at present has to run along the congested wharves area for a good part of the way.

5. In many other cases, improvements to the road system are carried out by widening or otherwise improving existing roads. There is also the usual regular provision for the resurfacing of streets and roads, which is used to asphalt sections of the road system which have deteriorated very badly or which are still without such a surface; in the first two years funds are provided for the purchase of equipment for mechanical asphalt production and spreading so as to improve the inferior quality of many road surfaces in Malta. Another regular provision included in the Development Plan is for tree planting along roads and open spaces, very necessary in the glaring heat of summer.

6. A full scale survey of traffic densities is to be held, so that a comprehensive plan of road improvement can be made, relating road width to actual traffic use. Until this has been done it is not possible to indicate which particular main routes are inadequate for the traffic they bear, and what scale of improvement is necessary. The block provision of £326,130 for major improvements is

provided to cover this comprehensive plan, and as industry develops it is intended to review this provision after 2/3 years, with a view to allocating some of the reserve for further road works.

Details of Schemes

Item 1. Widening Luqa-Mqabba Road — £13,000

The construction of this road, which is now nearing completion, was undertaken in order to replace the old road which was taken over by the R.A.F. for the construction and extension of Luqa Airfield. Otherwise, vehicular traffic would have to use a dangerously narrow and winding road flanked on both sides by quarries. It connects with the new Luqa Bypass (Item 3) through a roundabout near the Air Terminal.

Item 2. Constructing a Bypass to Tarxien — £24,000

This road which is also nearing completion was undertaken in order to provide better facilities for traffic from Valletta and the Harbour to the South Eastern part of the Island, which previously had to make its way through narrow winding streets in Pawla and Tarxien. It has a dual carriage way and branches off the Harbour Bypass at a point near the Industrial Estate, runs past the new housing community in the Tarxien/Gudja/Luqa area and links up with the B'Bugia Road, and the Luqa Bypass to the Airport.

Item 3. Constructing a Bypass to Luqa Village — £40,000

This is another major road project nearing completion. Besides bypassing Luqa Village, it provides a direct road from Valletta to the new Air Terminal at Luqa through the link with the Tarxien Bypass referred to above.

Item 4. Improving Valley Road, Birkirkara — £9,500

This is a road of considerable traffic importance, particularly for vehicles coming from the direction of the Three Villages and St. Paul's Bay and going towards Msida and Hamrun. At the moment, the road is narrow and contains a very dangerous bottleneck.

Item 5. Improvements to Sundry Roads:

(a) *Improving Polverista Street, Cospicua — £3,000*

Completing reconstruction of areas round Polverista Gate including grading and turfing of earth slopes;

(b) *Wejter Street, B'Kara — £3,000*

Completion of the culvert to take flood water which at the moment causes heavy damage to property;

(c) *St. Monica Street, Pietà — £2,400*

Opening remaining section of the street between Hookham Frere and St. Luke's Road, to provide an adequate route for the bus service to St. Luke's Hospital;

(d) *St. John's Street, Gharghur — £1,350*

Widening of a dangerous corner on the bus route of Gharghur involving demolition of the front part of some houses;

(e) *Bridge Street, Mosta — £1,750*

(f) *St. Mary Street, Tarxien — £1,000*

(g) *St. Catherine Street, Zurrieq — £2,400*

Demolition of front of premises to round off a dangerous corner on one of the main roads of each of these villages;

(h) *Quarries Street, Santa Vennera — £3,900*

Road of considerable traffic importance which is narrow and contains several dangerous bends;

(i) *Tower Road, Sliema — £2,000*

Renewal of part of the iron railings which have deteriorated;

(j) *Portes des Bombes — £9,000*

Completion of work on the Grade intersection such as the pedestrian subways, guard rails, bus shelter and other amenities.

Item 6. Resurfacing roads (Malta) — £400,000

As already stated this is a regular item providing for the complete resurfacing of asphalted roads whose surface is past its useful life and beyond further patching up. This provision is also used for asphalting old water-bound macadam roads which are of a certain traffic importance and require a lot of maintenance particularly on steep gradients. In the last few years, a great deal of resurfacing work has been done more economically and more efficiently by the use of mechanical paving equipment taken on hire from the Air Ministry. Provision is now made in Item 7 for the Public Works Department to purchase its own equipment.

Item 7. Machinery and Vehicles — £37,000

As explained in the general remarks this provision covers the purchase of machinery and vehicles for the mechanical production and spreading of asphalt. This equipment consists of one mixing plant (£19,500), one finisher (£6,000), one roller (£2,500), and six lorries (£9,000).

Item 8. Outstanding acquisition of property — £35,000

This is a block provision to meet the cost of land expropriations necessitated by road works.

Item 9. Sundry Minor Improvements (Malta) — £200,000

This is also a regular annual provision to cover:—

(a) sundry minor works that crop up each year and are not of sufficient importance to warrant specific provisions in the estimates;

(b) improvements to be carried out before a new road surface is laid with the new equipment being purchased under Item 7.

Item 10. Roadside Trees — £10,000

This is an annual provision for the planting of trees along new roads.

Item 11. Major Improvements — £326,130

New major road projects are not specified, as these will be decided upon when the Highways Survey now being carried out is completed. (see para. 6 of the general remarks).

Item 12. Improvements to Sundry Roads (Gozo):

(a) *Widening ta' Pinu Road — £4,200*

Improvement of a narrow stretch of the main road from Victoria to Ta' Pinu Sanctuary;

(b) *Widening Victoria-Nadur Road — £7,500*

This is an important highway linking Nadur, the largest village, with Victoria, the Capital, and needs replanning and regrading. There are several very narrow stretches besides dangerous bends;

(c) *Widening Victoria-Mġarr Road — £10,000*

This chief highway is also the principal road by means of which other villages are reached. It is very narrow in certain places besides having awkward bends;

(d) *Constructing access road to Ramla Bay — £35,000*

This is meant to provide a regular road to Ramla Bay which is of importance from a tourist and from a traffic point of view. Ramla Bay is the most

pleasant sandy beach in Gozo. It is much frequented as one of the principal summer resorts.

(e) *Widening St. Mary's Street, Marsalforn — £3,370*

Widening of a narrow stretch of road to allow buses to reach the Western side of Marsalforn;

(f) *Widening Victoria-Żebbuġ Road — £11,500*

The existing road is narrow and dangerous in parts. Subsidence has taken place along stretches of this road which is constructed on soft ground.

(g) *Widening Xlendi-Victoria Road — £9,000*

This road has several sharp bends and, in some stretches, it is very narrow. This road leads to the much frequented Xlendi Bay. It is of first importance from a tourist point of view. It is a bathing resort and fishing centre.

(h) *Widening Victoria-Marsalforn Road — £20,000*

This road has long stretches which are very narrow to cope with the considerable traffic especially during the summer months. A number of stretches have already been widened.

Item 13. Resurfacing of roads (Gozo) — £125,000

Item 14. Sundry Minor Improvements (Gozo) — £15,000

These provisions correspond to items 6 and 9 for Malta.

ROADS

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
1. Widening Luqa-Mqabba Road	54,393	41,393	13,000	—	—	—	—	13,000
2. Constructing a bypass to Tarxien	136,227	112,227	24,000	—	—	—	—	24,000
3. Constructing a bypass to Luqa Village	90,472	50,472	40,000	—	—	—	—	40,000
4. Improving Valley Road, B'Kara	9,500	—	6,500	3,000	—	—	—	9,500
5. Improvements to Sundry Roads:								
(a) Polverista Street, Cospicua	5,000	2,000	3,000	—	—	—	—	3,000
(b) Wejter Street, B'kara...	7,000	4,000	3,000	—	—	—	—	3,000
(c) St. Monica Street, Pieta	2,400	—	2,400	—	—	—	—	2,400
(d) St. John's Street, Għargħur	1,400	50	1,350	—	—	—	—	1,350
(e) Bridge Street, Mosta	1,750	—	1,750	—	—	—	—	1,750
(f) St. Mary Street, Tarxien	2,000	1,000	1,000	—	—	—	—	1,000
(g) St. Catherine Street, Zurrieq	3,000	600	2,400	—	—	—	—	2,400
(h) Quarries Street, Sta. Vennera	8,997	5,097	3,900	—	—	—	—	3,900
(i) Tower Road, Sliema	3,000	1,000	2,000	—	—	—	—	2,000
(j) Portes des Bombes	43,939	34,939	9,000	—	—	—	—	9,000
6. Resurfacing Roads (MALTA)	609,290	209,290	50,000	80,000	90,000	90,000	90,000	400,000
7. Machinery and Vehicles	237,889	200,889	28,000	9,000	—	—	—	37,000
8. Outstanding acquisition of property	75,523	40,523	15,000	15,000	5,000	—	—	35,000
9. Sundry Minor Improvements (MALTA)	234,909	34,909	30,000	50,000	40,000	40,000	40,000	200,000
10. Roadside Trees	36,593	26,593	2,000	2,000	2,000	2,000	2,000	10,000
11. Major Improvements	326,130	—	27,130	99,000	75,000	75,000	50,000	326,130

ROADS — cont.

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure 1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
12. Improvements to Sundry Roads (GOZO):								
(a) Widening Ta' Pinu Road	4,200	—	4,200	—	—	—	—	4,200
(b) Widening Victoria-Nadur Road	27,998	20,498	7,500	—	—	—	—	7,500
(c) Widening Victoria-Mgarr Road	10,000	—	10,000	—	—	—	—	10,000
(d) Constructing access road to Ramla Bay	55,268	20,268	20,000	15,000	—	—	—	35,000
(e) Widening St. Mary Street, Marsalforn	3,370	—	3,370	—	—	—	—	3,370
(f) Widening Victoria-Zebbug Road	18,987	7,487	5,500	6,000	—	—	—	11,500
(g) Widening Xlendi-Victoria Road	12,000	3,000	6,000	3,000	—	—	—	9,000
(h) Widening Victoria-Marsalforn Road	20,000	—	10,000	10,000	—	—	—	20,000
13. Resurfacing Roads (GOZO)	249,105	124,105	25,000	25,000	25,000	25,000	25,000	125,000
14. Sundry Minor Improvements (GOZO)	61,355	46,355	3,000	3,000	3,000	3,000	3,000	15,000
Total	2,351,695	986,695	360,000	320,000	240,000	235,000	210,000	1,365,000
[Improvements to Sundry Roads (MALTA)	446,879	446,879						
[Widening Marsalforn Road (GOZO)	20,068	20,068						
Grand Total	2,818,642	1,453,642	360,000	320,000	240,000	235,000	210,000	1,365,000

N.B. [Completed Schemes.

PORT DEVELOPMENT

Total Allocation — £2,480,594

The economic experts engaged by the last Maltese Government recommended the modernisation of the port facilities as one of the main measures to be taken in order to create suitable conditions for the development of industry in Malta. At present, cargo has to be lightered to the wharves, as there are no deep water quays in the Grand Harbour, which handles practically all the shipping entering and leaving Malta, except for oil tankers which discharge at M'Xlokk and St. Paul's Bay.

2. The cost of discharging for general cargo is 5s/-d per ton for stevedoring and 13s/10d. per ton from ship's tackle to quay. Deep water quays are to be built to reduce the latter cost, which could otherwise rise further with every increase in wages. Moreover, mechanical handling equipment will be used to move cargo on the quays.

3. The main new quay will be 1,600 ft. long with a minimum depth of water of 30ft. This will provide four berths for ships averaging 3,500 tons gross, which is the normal size of ships on the Mediterranean route, but the depth of water will be sufficient to take a ship up to 10,000 tons gross. At an angle with this main quay, there will be another small quay 250 ft. long with 16ft. of water to accommodate small ships.

4. The scheme also provides for the construction of three Transit sheds on the new quays, covering a total floor area of 95,000 sq. ft. which is 45% more than the space available in the present collection of small, numerous, scattered and congested sheds. Movement of cargo on the quays and in the sheds will be by mechanical means; the estimates therefore include a provision for the purchase of six fork lift trucks (2 in each of the three sheds), 2 mobile cranes, 1,000/1,500 pallets, 2 tractors and 100 trailer waggons.

5. Another important part of the scheme is a 12,500 ton grain silo (nearly 3-months supply of wheat) together with the necessary mechanical equipment. At present, wheat has to be lightered like all other cargo. In the case of the port mills, delivery from the lighter is effected by suction, but wheat destined for the inland mills has to be bagged from the lighters and then trucked to the mills. Wheat intended for storage by the Government has to be trucked in bags to the granaries, where it is stored (unbagged) until it is required for delivery — again by trucks — to the mills. This complicated and costly operation will be reduced to a very simple one when the grain silo is constructed: wheat will be sucked from the ships' hold into the grain silo for storage or for delivery to trucks for transport to the mills. This will effect a saving of about £80,000 in handling costs and also in freight because of the quicker turn round of ships. At present a ship bringing 10,000 tons of wheat, which is the normal cargo imported, takes about 14 days (one shift) to discharge its cargo; this period will be reduced to three or four days (3 shifts). As wheat is imported by the Government in order to operate the subsidy on bread and rationed flour and flour paste, which costs at present some £570,400 per year, the saving resulting from the construction of the grain silo will, if there is no change in wheat arrangements, be of direct benefit to the Maltese Exchequer.

6. The Development Plan also provides for the completion of the Harbour Bypass road started in 1956. This road, when completed in 1961/62, will enable traffic to and from the South Eastern part of the Island, including the busy Dockyard area, to bypass the harbour.

Details of Schemes

Item 1. Harbour Works:

(i) *Deep Water Quays — £1,422,000*

(ii) *Silo construction — £186,500*

(iii) *Grain handling equipment — £171,100*

These works, which have already been explained in the general remarks, are being carried out by contract by the Royal Netherlands Harbour Works Co. The

stipulated date of completion is September, 1960, but it is already apparent that unexpected difficulties, particularly in the make-up of the seabed, will make a delay in completion likely. A detailed description and explanation of all these three items has already been given in the general remaks.

Item 2. Consultants' fees — £40,000

U.K. Harbour Engineering Consultants were engaged by the previous Administration to advise on harbour development, to draw up the contract documents, advise on the tenders received and to supervise the work during construction.

Item 3. Land Acquisition and Compensation — £160,000

This represents the cost of compensation for land to be acquired and premises to be demolished in order to carry out the port development works.

Item 4. Port Office — £35,000

The improvement for the physical port facilities will have to be accompanied by a reorganisation of the administration of the port. It is intended to set up a Port Department or Authority. The necessary office accommodation will be built in the port area.

Item 5. Three transit sheds —— £220,000

These sheds will have a total floor area of 95,000 sq. ft. which is 45% more than the space at present available in the various small and scattered customs sheds.

Item 6. Passenger terminal — £20,000

It is intended to build a small passenger terminal for the handling of passengers and their luggage either in or on one of the proposed new warehouses, subject to the Consultants' advice.

Item 7. Improvement of approach roads — £40,000

The existing approach to the site of the proposed harbour development works will have to be improved as it will otherwise be a bottleneck for the traffic immediately behind the port area.

Item 8. Port work office — £20,000

This office will be built outside the port area for the use of the administration of the Port Work Scheme which, though not directly run by Government, operates under statutory arrangements. Rent will be charged for the use of the premises, which will replace the present accommodation, also held on lease, in other parts of the harbour.

Item 9. Harbour Bypass — £91,994

This road was started in 1956 to enable traffic to and from the South Eastern parts of the Island to bypass the harbour area. It will be completed in 1961/62 at a total estimated cost of £350,000. It involves 2,000 yds. length of new road construction and widening of a length of 1,300 yds. of existing road stretches.

Item 10. Reconstruction of Coal Wharf — £5,000

Some of the wharves and moles of the Grand Harbour have fallen into disrepair. Although the bigger ships will be using the new deep water quays, there are a number of useful berths in other parts of the harbour which can be used by small ships to discharge their cargoes straight on to the quay without the use of lighters. It is therefore advisable that these wharves should be reconstructed.

Item 11. Reconstruction of Warehouse at Pinto — £4,000

This is an iron verandah where cars are kept when unloaded from ships or when awaiting exportation in the case of owners leaving the Island. The shed also happens to be near the site of the proposed deep water quays.

Item 12 Mechanical Handling Equipment — £50,000

This covers the cost of 6 fork-lift trucks (2 in each of the three sheds), 2 mobile cranes, 1,000 1,500 pallets, 2 tractors and 100 trailer waggons.

Item 13. Erection of a Boathouse — £5,000

This is provided to complete the construction of a Boathouse for the various Government launches operating in Grand Harbour.

PORT DEVELOPMENT

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
1. Harbour Works:								
(i) Deep water quays (contract works)	1,582,000	160,000	720,000	602,000	100,000	—	—	1,422,000
(ii) Silo Construction (contract works)	186,500	—	100,000	86,500	—	—	—	186,500
(iii) Grain Handling Equipment	171,100	—	60,000	111,100	—	—	—	171,100
2. Consultants' Fees	50,000	10,000	20,000	20,000	—	—	—	40,000
3. Land Acquisition and Compensation	160,000	—	—	60,000	100,000	—	—	160,000
4. Port Office	35,000	—	—	—	20,000	15,000	—	35,000
5. Three Transit Sheds	220,000	—	—	180,000	40,000	—	—	220,000
6. Passenger Terminal	20,000	—	—	—	20,000	—	—	20,000
7. Improvement of Approach Roads	40,000	—	10,000	20,000	10,000	—	—	40,000
8. Port Work Office	20,000	—	—	—	—	20,000	—	20,000
9. Harbour By-pass	350,000	258,006	40,000	26,000	25,994	—	—	91,994
10. Reconditioning of Coal Wharf	5,000	—	5,000	—	—	—	—	5,000
11. Reconditioning of warehouse at Pinto	4,000	—	4,000	—	—	—	—	4,000
12. Mechanical Handling Equipment	50,000	—	—	25,000	25,000	—	—	50,000
13. Erection of a Boathouse	40,000	25,000	15,000	—	—	—	—	15,000
Total	2,933,600	453,006	974,000	1,130,600	340,994	35,000	—	2,480,594
[Harbour Works	111,540	111,540						
Grand Total	3,045,140	564,546	974,000	1,130,600	340,994	35,000	—	2,480,594

N.B. [Completed Schemes.

ELECTRICITY

Total Allocation — £1,538,000

One of the handicaps to industrial development has been the lack of adequate power supplies and their high cost. The main form of power available in Malta is electricity, which is produced from imported fuel oil. However, production was for many years so inadequate that many industrial users had to be allowed to generate their own electricity.

2. A new Power Station, equipped with a new plant operating on the standard three-phase 50 cycle system obtained under Marshall Aid, was commissioned in 1953 providing, with 3 sets, 15,000 K.W. As the old Power Station operated on the 100-cycle, single phase system, it was also necessary to reconstruct the existing distribution system to the standard system. This work will be completed in March 1959. Another important feature of the scheme is that Gozo is to be supplied from the system in Malta by means of a submarine cable between the two islands, which has already been laid. The small independent Power Station in Gozo will eventually be closed down.

3. When the new Power Station came into operation, the Island had to be supplied from both the old and the new power stations, because the former had to be kept in operation until the conversion of the distribution system, including the necessary modifications in consumers' installations, was completed. This has been a necessary but uneconomical arrangement and has made it impossible to reduce the tariff, although the Island has had a new Power Station since 1953. Indeed, a surcharge of 12½% has been imposed to enable the Government to recover the cost of the payments which are being made towards compensation of consumers for the modifications and repairs which it was considered necessary to carry out prior to conversion. These repairs had to be carried out by private contractors engaged by the consumers, and in order to complete the work by the end of 1958 instead of the original target date of 1960, the previous Administration trained a large number of wiremen in the Government's Vocational Training Centres, so that they could join existing contractors or set up on their own. The Old Power Station was finally shut down in July 1958.

4. In order to enable the Power Station to meet the increasing demand, a contract was placed in September 1957 for the supply and installation of two 5,000 K.W. turbo alternators, with one 70,000 lbs/hr. boiler. Completion is due in March 1960 and, in the meantime, the necessary civil engineering works for the accommodation of this additional plant at the Power Station are in progress. This new plant will increase the generating capacity from 15.000 K.W. (3 sets of 5,000 K.W. each) to 25,000 K.W. (5 sets of 5,000 K.W. each) or from 10,000 to 20,000 K.W. firm capacity, allowing for one generating set and one boiler to remain as a standby for repair and maintenance. It is estimated that the peak load in the winter of 1958/59 will reach 13.000 K.W. Since demand has been increasing at the rate of about 7½% per year, it may be that further new plant will not be required before 1965, but clearly heavy demands from industry and the dockyard may well necessitate earlier action, *though even with the capacity contemplated in the Plan,* there will be considerable spare capacity for industry during the daytime, since the peak load in Malta occurs in the evening. The Development Plan provides therefore for the second phase of the expansion of the Power Station, at a cost of £700,000 in the last two years of the period. The phasing of this extension will, of course, depend on the actual rate of increase of demand as industrialisation proceeds.

Details of Schemes

MALTA

Item 1. Provision of new Electricity Meters — £75,000

This is a regular annual provision for the purchase of new meters to meet the increase in installations and to provide for the gradual replacement of old meters.

Item 2. Deviation of high tension overhead lines — £8,000

This is also capital expenditure of a recurrent nature. High tension lines have to be diverted at Government expense where buildings are erected which might make the existing overhead lines a source of danger to the public.

Item 3. Extension of street lighting system — £50,000

This is another item of regular capital expenditure and is self-explanatory.

Item 4. Remodelling of street lighting system — £40,000

This is a new item intended to enable the Water and Electricity Department to modernize the existing street lighting system. The use of modern fittings with appropriate optical systems will give better light diffusion with a consequent increase in the utilisation factor of the units. Discharge lamps have been universally adopted abroad for street lighting and it is intended to use them more extensively in Malta, at least in the major thoroughfares. The work of replacing the orthodox type of incandescent fitting by mercury vapour flourescent units in the major thoroughfares will be spread over a period of years. Any old fittings reclaimed will be reconditioned and used again in side roads of lesser importance.

Item 5. Replacement of low tension overhead lines — £100,000

Although the reconstruction of the distribution system was given out by contract, it was left to the Department to deal with the overhead low tension distribution system in cases where a three phase supply was not essential. The bare copper wires will be replaced by P.V.C. covered cable, thus reducing transmission losses and the risk of injury to the public. This work was to start immediately after the completion of the change-over. It will be completed in 1963/64.

Item 6. Extension of electricity supply to Buġibba — £3,000

In view of the building and other development that has taken place in this locality, extension of the electricity supply has become essential.

Item 7. Compensation under Conversion Scheme (Lighting) — £60,000

This item covers the payments by Government (in terms of Act XXV of 1955) towards the compensation of consumers for expenses incurred by them in order to bring their lighting installations up to the standard required by the electricity supply regulations prior to the change-over to the new 50-cycle supply. It is not envisaged that any further provision will be required for 1959-60. The total compensation paid to consumers will probably reach the figure of £385,000. By December 1958, 72% of claims had been paid. The compensation paid by the Government is being recovered from consumers collectively by a surcharge of 12½% on the existing tariff, introduced in December 1955; it will be withdrawn when it has yielded the required amounts.

Compensation for the conversion of electrical equipment and appliances is met from items 11 and 17 of this Head; it is expected to amount to a total of £83,000 and is not covered by the 12½% surcharge.

Item 8. Repairs and modifications to installations in Government Buildings — £5,000

This work is estimated to cost a total of £80,603 of which the final instalment of £5,000 will be required in 1959-60. The work is normally carried out by the staff of the Water and Electricity Department and is a consequence of the change-over from the 100 cycles single phase to the 50 cycles three-phase system.

Item 9. Malta Power Station. First extension — purchase and installation of two 5,000 K.W. generating sets, boilers etc. — £32,000

The total estimated cost is £540,472. The estimate for 1960/61 includes provision for improvements in the ventilation system at the Power Station, but

the figure is subject to revision when details are received from the Consulting Engineers.

Details regarding this addition to the generating capacity of the Power Station have been given in the general remarks.

Item 10. Erection of fuel oil storage tanks — £15,000

At present there are two fuel oil storage tanks at the Power Station with a capacity of 350 tons each. As consumption during the winter averages 60 tons a day, the storage capacity is theoretically 10-days supply but as in fact one tank has to be empty before a fresh consignment can be received, the actual reserve is less than 10 days and may be as low as 5 days. Provision is therefore made for another tank of 350 tons in 1959-60 to coincide with the installation of the two additional 5,000 K.W. sets and for a fourth tank of the same capacity in 1963/64 when fuel oil consumption is expected to increase considerably as a result of normal expansion of the system.

Item 11. Reconstruction of the electrical distribution system — £105,000

This work, estimated to cost £2,511, 979 was started in November 1957 and will be completed in March 1959. The provision of £105,000 required in 1959/60 covers:—

(a) balance of retention money due to the contractors;

(b) compensation to consumers for cost of repairs to modify or replace electrical motors and appliances due to the change-over of the electricity distribution system in terms of Act VI of 1954 (modifications to consumers' installations are covered by a separate vote, item 7 of the Development Plan);

(c) wages in the conversion section of the Water and Electricity Department;

(d) compensation for the expropriation of sites required for the erection of sub-stations.

This work was formerly charged to the War Damage and Reconstruction Vote.

GOZO

Item 13 Provision of new electricity meters — £12,000

Item 14. Extension of street lighting system — £7,500

Item 15. Remodelling street lighting system — £5,000

Item 16 Replacement of low tension overhead lines — £7,500

These correspond to items 1, 3, 4 and 5 for Malta.

Item 17. Reconstruction of the electrical distribution system — £25,000

The change-over was started in June 1957 and will be completed in March 1959. The provision is required to meet expenditure in respect of finishing off works by direct labour and payment of retention money due to the contractors. The total estimated cost of this scheme is £201,246. This work was formerly charged to the War Damage and Reconstruction Vote.

ELECTRICITY

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
MALTA	£	£	£	£	£	£	£	£
1. Provision of new electricity meters	127,477	52,477	15,000	15,000	15,000	15,000	15,000	75,000
2. Deviation of E.H.T. Lines	11,996	3,996	2,000	1,000	2,000	1,000	2,000	8,000
3. Extension of street lighting system	111,485	61,485	10,000	10,000	10,000	10,000	10,000	50,000
4. Remodelling of street lighting system	40,000	—	8,000	8,000	8,000	8,000	8,000	40,000
5. Replacement of L.T. O/hd lines	100,000	—	30,000	20,000	20,000	15,000	15,000	100,000
6. Extension of electricity supply at Bugibba	3,000	—	3,000	—	—	—	—	3,000
7. Compensation under Conversion Scheme (Lighting)	385,270	325,270	60,000	—	—	—	—	60,000
8. Repairs and modifications to installations in Government buildings	80,603	75,603	5,000	—	—	—	—	5,000
9. Malta Power Station, First extension of two 5,000 K.W. generating sets, boilers, etc.	540,472	220,472	220,000	60,000	40,000	—	—	320,000
10. Erection of fuel oil storage tanks	24,400	9,400	7,500	—	—	—	7,500	15,000
11. Reconstruction of the Electrical Distribution System	2,511,979	2,406,979	105,000	—	—	—	—	105,000
12. Second Extension (Malta Power Station)	700,000	—	—	—	—	350,000	350,000	700,000

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure 1959/60	1960/61	1961/62	1962/63	1963/64	Total
GOZO	£	£	£	£	£	£	£	£
13. Provision of new electricity meters	22,698	10,698	3,000	3,000	2,000	2,000	2,000	12,000
14. Extension of street lighting system	13,577	6,077	2,700	1,200	1,200	1,200	1,200	7,500
15. Remodelling of street lighting system	5,000	—	1,000	1,000	1,000	1,000	1,000	5,000
16. Replacement of L.T. O/hd lines	7,500	—	1,500	1,500	1,500	1,500	1,500	7,500
17. Reconstruction of the Electrical Distribution System	201,246	176,246	25,000	—	—	—	—	25,000
Total	4,886,703	3,348,703	498,700	120,700	100,700	404,700	413,200	1,538,000
MALTA								
[Extension of electricity supply to outlying villages	31,938	31,938						
[Sundry works	8,406	8,406						
GOZO								
[Providing and installing two 85 K.W. Generating sets	6,072	6,072						
[Electricity supply to outlying villages	44,786	44,786						
[Realigning of H.T. Line Mgarr-Rabat Road	2,181	2,181						
Grand Total	4,980,086	3,442,086	498,700	120,700	100,700	404,700	413,200	1,538,000

N.B. [Completed Schemes.

INDUSTRIAL DEVELOPMENT

Total Allocation — £2,980,000

Though there is provision in the rest of the programme for the expansion of the electricity generating capacity, the development of water resources, port modernisation, improvement and extension of the telephone services, and further road improvement, together with related social development in education, health, housing, sewerage and the like(with particular emphasis on technical education), these measures will, in their varying degrees, only be of indirect aid to industry. As Malta has no particular advantage to offer to potential industrialists, substantial direct aid is necessary if industry is to be attracted to Malta. The Development Plan accordingly provides for two main direct inducements; the provision of cheap serviced factories for rental, or if preferred serviced sites, on the new Industrial Estate; and the provision of capital grants, and in exceptional circumstances loans, for industrialists setting up new industries or making major extensions of existing industries. This is in addition to the £6m. earmarked for conversion of the Dockyard from Naval to Commercial use.

2. An area of 90 acres near the Grand Harbour, and on the route of the harbour bypass road, has been selected for the first Industrial Estate in Malta. Two factories — one of 25,000 sq. ft. floor area and the other of 12,500 sq.ft. — are being built and will both be ready in 1959. In the meantime, work has proceeded on the first service road of the estate and the necessary services (sewers, gas, electricity, telephones and water) all of which will be ready when the first two factories are completed.

3. It is intended to continue the development of the Estate according to the demand from industrialists for sites or factories, both of which will be offered to them on attractive terms. Provisionally, a total of £480,000 has been reserved for work on the Industrial Estate as a whole during the 5-year period, but obviously this amount may have to be varied according to the demand for sites and factories.

4. A further sum of £2,500,000 is being reserved for industrial grants and possibly loans (which will also be available for tourist resort hotels) to help industrialists in the provision of the capital required for setting up industries of importance to the Island's economy. It is not proposed to enact any legislation relating to the issue of these grants and loans but broadly it is intended to follow the procedure adopted in Northern Ireland. These inducements will be in addition to the substantial tax and duty concessions offered under 'Aid to Industry' legislation —the scale of assistance offered being related to the potential value of the new industry from the export and employment aspect. In addition to the £2,500,000 so provided, £2 million of the reserve is earmarked for further development after 1961/62.

5. The Plan thus provides nearly £3m. for direct aid to industry, apart from the £6m. reserved for the conversion of the Dockyard. This £3m. investment, plus the £2 million earmarked from the reserve — if sufficient opportunities arise for its utilisation in full — will be matched by at least another £5m. of private investment, since a Government grant will represent only a proportion of the capital cost of any aided enterprise.

Details of Schemes

Item 1. Development of Industrial Estate (Phase I) — £25,000

This represents the balance required for completing the services already in hand.

Item 2. Water Supply (Phase I) — £25,000

This is the cost of providing and laying a 9" water main to feed the Industrial Estate site.

Item 3. Street Lighting (Phase I) — £5,000

This will provide lighting for the first estate road which is being completed.

Item 4. Construction of two factories (one 25,000 sq ft. and another 12,500 sq. ft. floor area) (Phase I) — £35,000

This is the balance required to complete the two factories already under construction of which the total estimated cost is £66,000. The larger factory is expected to be ready in the summer of 1959, and the smaller in November, 1959.

Item 5. Development of Industrial Estate and Construction of factories (Phase II) — £90,000

As soon as applications are received for the leasing of the two factories referred to above in the course of 1959/60, this provision will make it possible to undertake further work on the Estate, so as to keep ahead of demand for sites and factories.

Item 6. Development of Industrial Estate and Construction of factories (Phase III) — £300,000

Although the Public Works Department has worked out a general layout covering 34 of the 90 acres in the site and providing for 27 factories with a total floor area of 350,000 sq. ft. (the individual size varying form 2,400 to 25,000 sq. ft.), it is not really possible to determine at this stage what amounts will be required for the development of the Estate in the last four years. This will depend on whether industrialists ask for sites or factories, and on the number, timing and entity of the requests received. Provisionally, £300,000 are being earmarked but this amount is subject to variation in the light of events.

Item 7. Industrial grants and loans — £2,500,000

The phasing of the expenditure is pure conjecture; nor is it possible to say whether a sufficient number of worth-while projects will come up during the 5-year period to qualify for Government assistance of this type and to absorb the allocation in full within the period. But approved applications will not be allowed to fall through lack of capital assistance, and the yearly requirements will be, in fact, the actual sums required for such projects as are approved.

INDUSTRIAL DEVELOPMENT

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
1. Development of Industrial Estate (Phase I)	100,000	75,000	25,000	—	—	—	—	25,000
2. Water Supply (Phase I)	25,000	—	25,000	—	—	—	—	25,000
3. Street Lighting (Phase I)	5,000	—	5,000	—	—	—	—	5,000
4. Construction of two factories (one 25,000 sq.ft., one 12,500 sq. ft. — Phase I)	66.000	31,000	35,000	—	—	—	—	35,000
5. Development of Industrial Estate and Construction of Factories (Phase II)	90,000	—	90,000	—	—	—	—	90,000
6. Development of Industrial Estate and Construction of Factories (Phase III)	300,000	—	—	100,000	100,000	50,000	50,000	300,000
7. Industrial Grants and Loans	2,500,000	—	500,000	1,000,000	1,000,000	—	—	2,500,000
Total	3,086,000	106,000	680,000	1,100,000	1,100,000	50,000	50,000	2,980,000

TOURISM

Total Allocation — £545,000

The Malta Government has, in recent years, started capital spending with a view to encourage the Tourist Industry. This has been mainly spent on publicity and improvements to some of the Island's beaches. In November 1958, a Government Tourist Board was appointed by statute and was given the necessary executive powers to carry out a programme of tourist development.

2. Malta's climate and historical interest have always attracted visitors to the Island, but the volume of traffic has never been large enough to amount to a really substantial tourist industry. There are daily services by air to the Continent and to the United Kingdom and passenger steamers usually are available once or twice weekly to the Continent. Cruise liners and scheduled liners to and from the United Kingdom call occasionally. To attract more visitors, it is necessary to develop the Island's amenities, to increase good quality hotel accommodation, and to maintain a steady flow of publicity and promotion activity. In short everything must be done to realise Malta's assets of its sun and sea, and its historic associations and buildings, to build up a steady tourist trade, which will bring direct and immediate benefit to the islands' economy. It is, in short an indispensable part of the general plan for diversification of the economy.

3. The Government cannot be expected to provide the whole of the finance necessary for this programme but in the Development Plan very substantial provision is made to enable the Government to do its share. There is a substantial allocation of £125,000 for advertising, promotion and publicity, in addition to the regular level of spending for these purposes in the recurrent budget (1959/60 £67,000). The improvement works on the beaches will be continued and servicing of resort sites suitable for further development by private enterprise will be undertaken as demand develops. In addition to this, there is other expenditure in other sections of the Plan which will assist in the programme of tourist development — tree planting by the Departments of Agriculture and Public Works, sign posting and other traffic improvements by the Department of Public Works from the Roads allocation, improvements to the approaches to sites of historical interest, which may also be carried out from the Roads allocation, preservation and restoration of monuments etc. and other objects of historical interest from the Antiquities vote.

4. In order to encourage private enterprise to play its part in tourist development, income tax and customs duty concessions for new resort and hotel projects will be available under the Aids to Industry Law. The grants which are provided elsewhere under the Industrial Development Head will also be available for hotel and resort projects connected with the Tourist Industry, and which it is hoped, will encourage the rapid expansion of first class hotel accommodation, a prerequisite for any substantial increase in the tourist trade.

Details of Schemes

Item 1. Advertising — £125,000

This is in addition to £49,000 provided in the recurrent budget. Provision is taken only for the first two years, as by then advertising by private enterprise (e.g. travel agencies) should have developed sufficiently for further special Government investment not to be needed outside that provided in the recurrent budget.

Item 2. Beach Access Roads — Completion — £17,000

This will complete the access roads to the beaches, work on which is already in hand.

Item 3. Servicing of Resort Sites:

(i) *Access Roads and Sewers — £205,000*

(ii) *Other Services — £95,000*

There are a number of resort sites which are suitable for development by private enterprise but the Government would have to help by providing the basic services (water, electricity, sewerage, telephones) and improving the approach roads where necessary. These possible sites include St. George's Bay, Yacht Marina, Għajn Tuffieħa, Ricasoli, Ġnejna, Paradise Bay, Wied Babu, Upper Barracca and Għadira, but the actual work will be carried out in those areas where agreement has been reached for private hotel development, if necessary with Government grants towards capital assistance (see paragraph 4 above).

Item 4. Beach Development — £100,000

There are some attractive sandy beaches in the northern part of the Island — Armier, Military Bay, Għajn Tuffieħa, Mellieħa in Malta and Xlendi, Marsalforn and Ramla-l-Ħamra in Gozo. Until a start was made three years ago on improving these beaches by cleaning them of stones, grass and other rubbish, and attending to other basic requirements such as retaining walls, very little was being done to maintain the beaches in reasonable conditions, let alone improving the amenities. This provision will enable this work to be continued, as well as provided for other improvements such as benches, railings, beach huts, parking areas, etc. There are also a number of attractive "off the rock" bathing places such as those at St. St. Julian's and Sliema, which can be considerably improved by cleaning, levelling of rocks, reconditioning of existing pools for non-swimmers etc.

Item 5. Site Signposts — £3,000

This provision has been made to provide sign and descriptive posting at places of historical interest.

TOURISM

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure 1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
1. Advertising	125,000	—	50,000	75,000	—	—	—	125,000
2. Beach Access Roads (Completion)	93,122	76,122	17,000	—	—	—	—	17,000
3. Servicing of Resort Sites:								
(i) Access Roads and Sewers...	205,000	—	70,000	100,000	35,000	—	—	205,000
(ii) Other Services	95,000	—	30,000	50,000	15,000	—	—	95,000
4. Beach Development	100,000	—	20,000	20,000	20,000	20,000	20,000	100,000
5. Site Signposts	3,000	—	1,500	1,500	—	—	—	3,000
Total	621,122	76,122	188,500	246,500	70,000	20,000	20,000	545,000
[Erection of Roadhouse	14,058	14,058						
[Purchase of sand screening machine	2,424	2,424						
Grand Total	637,604	92,604	188,500	246,500	70,000	20,000	20,000	545,000

N.B. [Completed Schemes.

AGRICULTURE

Total Allocation — £609,600

About 9.0% of the gainfully employed population is employed full time in Agriculture. These 7,800 persons are mostly self employed tenant farmers. About 9,500 persons are employed part time in farming. 43,392 acres (56% of the area of the Maltese Islands) is worked and only about 5% of this is irrigated, with no prospect of any significant increase in irrigation water supplies.

2. The farm unit is very small; 80% of the holdings are under 5 acres in extent, and are composed of fragmented units usually of an area of ¼ of an acre or less. Agricultural production at present consists mainly of:—

(a) fresh produce for local consumption such as fruit (including grapes), vegetables, potatoes, milk, beef (from imported lean cattle and as a byproduct of the dairy industry), pork;

(b) coarse fodder for livestock feeding, grains (wheat, barley, horse beans, vetches) also mainly for livestock feeding, representing however, only a small proportion of the livestock feed required, the bulk of which has to be imported;

(c) export crops, consisting mainly of early potatoes to the U.K. and of much smaller quantities of onions, vegetables and flower seeds and flowers.

3. The common feature of the main crops is that they are seldom competitive and on price grounds alone not exportable, so that from time to time special measures to protect the farmer have been taken. There is clearly little scope for striking quantitative development in agricultural production. Agricultural policy has perforce to concentrate on the improvement and modernisation of method in association with a higher rate of investment in appropriate machinery and equipment, and concentration on those high priced crops, such as out of season vegetables and the like, which will at world market and competitive prices give the farmer a reasonable living without recourse to protection or subsidy. The aim is, in short, to lead the Maltese farmer to produce those agricultural products which will command sale at prices which will be remunerative to him and provide him with a standard of living at least comparable with his urban compatriots. This involves some change in habits of thought, and in particular abandonment of the notion that it is enough to produce more and more and more of any particular product, whether it is saleable in free market conditions or not. Government's investment in agriculture must, in short, be selective.

4. In pursuit of these policies the main schemes under the Development Plan are:—

(a) expansion and development of the functions of the Agricultural Department as a guide and adviser of the farmers, involving substantial expenditure for the services of overseas experts, who will eventually be replaced by Maltese personnel now being trained abroad;

(b) some financial inducements to farmers to help them to improve their methods, such as:

(i) the cattle disease eradication scheme involving the slaughter against compensation of cows infected with T.B. and/or Brucellosis, and where necessary replacement at Government expense by pedigree imported cows;

(ii) free vaccination of swine and research to produce a vaccine for the immunisation of goats against Brucellosis;

(iii) incentive grants for balanced rations, seed potatoes, fertilizers, improvement of cow-sheds and installation of glass houses for early and out of season crop production;

(iv) model or adopted farms — a demonstration scheme on selected tenants' holdings;

(v) completion of the setting up of a Government machine station and of a plant protection contract spraying service, giving services to farmers at cost excluding capital costs and certain other overheads which are borne by the Government;

(c) grants and loans (mainly the latter) to farmers which have been given largely for capital improvements such as purchase of farm machinery;

(d) afforestation of barren rocky lands. This scheme has, however, been reduced in scope.

Details of Schemes

Item 1. Cattle Disease Eradication Scheme — £140,000

This scheme was started in 1955 and was part of the recommendations of a F.A.O. team.

Under this cow-exchange scheme, 307 cows were imported by Government in 1956, 341 in 1957 and 250 in 1958. There are about 5,000 Milch cows in Malta and Gozo of which 10% are estimated to be affected by Brucellosis and 20% by Tuberculosis. As there is very little overlap between the two diseases, it may be reckoned that 30% of the cows will eventually have to be replaced, i.e. roughly 1,500 animals. The tempo and administrative arrangements for this scheme have now been altered, as a result of advice from the Livestock Advisor of the Secretary of State, and, instead of a slow reduction in infected herds, an all out scheme has been devised for clearing Malta and Gozo from this disease in 4 years.

The net cost to the Government at present prices is about £90 per replaced cow, i.e. £130 — the c.i.f. Malta price of a pedigree friesan heifer in calf — less £40 representing slaughter value of the replaced cows. In cases where more than ⅔ of the herd is infected, replacements are given only up to ⅔ of the slaughtered animals.

Item 2. Animal Vaccination Scheme — £20,000

Research into the production of a vaccine to immunise goats against brucellosis is under way. In addition this item provides funds for the vaccination of pigs against erysipelas and swine fever, two diseases which are endemic in these Islands and which cause heavy mortality in the pig population.

Item 3. Incentive Grants — £29,500

It has been obvious from the past few years that if technical development in agriculture is to progress with reasonable speed, some form of financial incentive is to be offered to the very conservative farmers in order to interest them in more modern methods. The precise breakdown will depend on farmers' reactions to Departmental advice, but the following breakdown has been suggested.

Item	1959/60	1960/61	1961/62	1962/63	1963/64	Total
(a) Balanced Rations	5,000	5,000	2,000	2,000	1,000	15,000
(b) Seed Potatoes ...	1,500	1,500	1,000	1,000	1,000	6,000
(c) Local Marketing & Export Development ...	1,500	1,500	1,000	—	—	4,000
(d) Quality Seeds & Plants	500	200	200	100	—	1,000
(e) Glass-houses Equipment	300	300	300	100	—	1,300
(f) Vine Development	—	500	500	—	—	1,500
(g) Improvement of Cowsheds	250	250	250	250	200	1,200
	9,050	9,250	5,250	3,650	2,300	29,500

(i) *Balanced Rations.* It has been definetly established that balanced rations lead to a much higher profit than local methods of feeding in pig rearing; and will

result in lower costs of milk production for cows (which is connected with the heavily subsidised operation of milk products marketing, a Government undertaking). At the end of 1958, balanced rations (both locally made and imported) were being used at the rate of 65 tons per month and subsidised to the farmer at the rate of £5 per ton for cows and £3 per ton for pigs.

(ii) *Seed Potatoes* This incentive grant has been used in the past to encourage farmers to maintain the area under spring potatoes which represent our most important export commodity; though occasionally it gives very poor returns to the farmers, if the United Kingdom market happens to be overloaded. Use has also been made of this incentive grant to encourage the planting and subsequent export of very early Spring 'Scraper' Potatoes.

(iii) *Export Development.* It was suggested by the F.A.O. Marketing Advisory Officer who served in Malta for two years that assistance should be given towards the export of early crops or perhaps new exports, while still in the experimental stage. This is done in various ways, either directly by Government, or by assistance in the provision of packing materials, etc.

(iv) *Quality Seeds.* Small amounts of money were spent in 1957/58 and 1958/59 on the purchase of quality seeds from abroad for resale to farmers at subsidised prices. It is necessary to make farmers appreciate the need for certified quality seeds.

(v) *Glass Houses.* The Department of Agriculture has erected two glass houses (each 80 ft. × 30 ft.), one in Malta and the other in Gozo, for demonstration purposes for the production of early crops such as tomatoes particularly for the export market. It is hoped to encourage farmers by means of incentive grants to put up their own glass houses and cold frames. Malta has all the climatic advantages for early crops that exist in the French and Italian Rivieras.

(vi) *Wine Development.* Although wine making, mainly for local consumption, has been carried on in Malta for many generations, the varieties of grapes grown and used for wine making are table grapes which have a low sugar content. The provision is limited (until the appointment of a Viticulturalist and Oenologist who will advise on the introduction of wine grape varieties and possibly better quality table grapes for export) to that required for changeover to known better varieties.

(vii) *Improvement of cow sheds.* There is considerable scope for improvement in hygienic standards amongst dairy farmers in Malta and Gozo. It is intended to continue this policy of subsidising such minor improvements.

Item 4. Expenses in connection with experts — £47,600

The F.A.O. Mission in 1955 advised that there was an urgent need for an adequate Advisory and Extension Service, but that the technical staff did not exist to do this vital job. The provision made covers the posts of Chief Agricultural Advisory Officer, Crop Husbandry Officer, Livestock Husbandry Officer, Poultry Advisory Officer, Veterinary Surgeon, Veterinary Bacteriologist, Artificial Insemination Officer, Viticulturalist and Oenologist, Economist. With the exception of the last two, all these Officers are in post. Steps have been taken to train local personnel to take over eventually from the overseas experts (see item 5).

Item 5. Training of personnel abroad — £23,600

Nine students are already undertaking training in the U.K. in Plant Pathology and Entomology, Agricultural Economics, Agricultural Engineering, Agricultural Chemistry, Veterinary Science and General Agriculture (3). It is intended to send one more student to train in Viticulture and Oenology and three more students in General Agriculture.

Item 6. Adopted Farms — £6,000

The object of this provision is to select and "adopt" farms, preferably on Government-owned land, in different localities in Malta and Gozo and make the necessary improvements thereon so that these farms would serve as an example to other farmers, who would be invited to visit them and see what improvements could be made within their means. This form of demonstration is likely to be more effective than those on the Government Farm.

Item 7. Grants and Loans to Farmers — £220,000

Before the enactment of the Agricultural and Fishing Industries (Financial Assistance) Act, 1956, farmers usually had to resort to middlemen to obtain credit. This system lent itself open to abuse, especially before the War when the majority of farmers were heavily indebted. Since the scheme was started in 1956, a total of £229,808 was issued of which only £16,526 was given as a grant (up to end 1958). Most of these funds were utilised by farmers for permanent improvements rather than working capital, and more than ½ was used for the purchase of rotary cultivators. Another very important type of equipment introduced through Government loans and grants is overhead irrigation equipment, which makes for more economical and efficient use of water as compared with the traditional basin method of irrigation; it is estimated that the saving in water is as much as 75%. Loans are given for pumps, purchase of livestock, construction of water tanks and the like.

Interest on these loans (hitherto at the uneconomic rate of 1%) is to be raised to more economic levels.

Receipts of interest payments are passed to ordinary revenue but repayments of the principal are, in accordance with Loans Account Act, 1957, credited to a special account to offset the amounts advanced for loans.

Item 8. Equipment for crop protection contract spraying service — £9,800

The crop Spraying Service has been considerably expanded. The area sprayed has risen from about 100 tumoli (28 acres) per year to 5,175 tumoli (1,440 acres) in the year 1958. The crops sprayed include potatoes, citrus, vines, apples, pears, peaches, olives, flowers and vegetables. The revenue earned has increased from less than £200 to about £5,500 for 1958, covering all the expenditure in wages and materials but excluding the cost of the equipment.

The demand for this service continues to increase and there is no doubt that the campaign against plant diseases and pests results in more and better produce. The provisions in the Development Plan cover the purchase of various items of equipment such as vans and pumps to cope with the expansion of the service.

Item 9. Afforestation — £100,000

Mr Hamilton of the Indian Forestry Service, in his published report, recommended that 450 acres should be planted with Carob and Olive trees over a period of 5 years and that on the basis of the experience obtained one could decide to what extent to proceed with the afforestation of the whole area of about 5,000 acres of barren land in Malta and 400 acres in Gozo. It had always been one of the functions of the Department of Agriculture to plant trees along the roads and to establish small plantations in suitable sites.

The method adopted is to blast holes in the rock, about 5ft. deep and 5ft. in diameter, and to fill these holes with soil transported to the site. The young trees, usually about 3 ft. 6 ins. high, are purchased from nurseries in nearby Sicily, though an attempt is now being made to grow them in nurseries in Malta. At first, the cost per tree was as high as £12 but as experience was gained and the project got into its stride the cost per pit filled with soil was reduced to £3. 5s. 0d. The F.A.O. Forestry Adviser to the Libyan Government, who paid three visits to Malta, also advised on the methods to be adopted. By the end of 1958, 14,000 Olive trees had been planted in Malta covering 112 acres; another 3,000 pits had been dug and were ready for the planting of trees, covering an area of 24 acres. In Gozo about 1,800 Olive trees had been planted on an area of about 10 acres.

It is intended to lease the lands to farmers under appropriate conditions, so as to relieve the Government of the maintenance work and expenses.

The Development Plan provides for a total expenditure of £100,000. By the end of 1963/64, it is expected that a total of about 306 acres in Malta and 12 acres in Gozo will have been dealt with since the beginning of the scheme in June, 1956.

Apart from the scenic value of the trees, and the cash yield they will give, admittedly a poor return on the investment, there are indirect benefits in water conservation through percolation. The blasting operations cause cracks and fissures in the rock, which are extended by the root action of the trees.

Item 10. Modernising the Civil Abattoir — £6,000

The total cost of improving the Abattoir as recommended by an expert of H. M. Ministry of Agriculture is about £37,000. It was decided to carry out the work in stages, of which the last instalment of £6,000 will be spent in 1959/60. The main improvements covered by the whole scheme are:—

(1) A new drainage system.
(2) Installation of an incinerator and two diesel fired boilers.
(3) Increasing slaughtering and lairage accommodation.
(4) Installation of water pumps to increase water supply.
(5) Purchase of chain-blocks, platform weighing machines and de-hairing machines.
(6) Building a new W.C. and rooms for private butchers.
(7) Asphalting covered slaughtering halls.
(8) Erecting pens to prevent animals from being slaughtered in front of others.

Item 11. Government Machine Station — £1,000

The F.A.O. Mission which visited Malta in 1955 recommended the setting up of a Central Machine Station operating and maintaining a large range of suitable light tractors and implements to perform farming operations on a contract per acre basis. The Government Machine Station is estimated to cost a total of about £21,000; the building for the station has been constructed at the Government Farm and all the machinery has been acquired except for some implements and attachments for which a provision of £1,000 is required in 1959/60.

Item 12. Poultry Development Scheme — £3,000

The object of the scheme is to provide a source of good quality pullets, to control stock from disease, and to help make Malta independent of all imports of eggs and poultry which amount to £250,000 per annum.

Item 13. Livestock Centre, Gozo — £500

This provision will complete the fencing of the centre.

Item 14. Gozo Abattoir — £500

This provision is required to cover the erection of a fuel store and will complete improvements effected by way of works and supply of machinery at this Centre.

Item 15. Grinding Machinery Centre — £2,000

This balance of an original estimate of £3,500 for setting up a grinding machine station is required mainly to meet the cost of machinery.

Item 16 Farm Machinery for Gozo — £100

This revote represents the balance of costs of machinery purchased last year for demonstration purposes.

MILK MARKETING UNDERTAKING

With the completion of the Gozo Milk Factory, which is now in operation, the major expansion in the plant and equipment of the Milk Marketing Undertaking has been completed. The Development Plan therefore only provides for a few necessary improvements for the Undertaking (the purchaser and distributor of the bulk of fresh milk and local fresh milk products).

Item 17. Purchase of Butter Moulding and Wrapping Machine — £2,800

At present the Milk Marketing Undertaking has only one butter moulding and wrapping machine which is in use at the Malta factory. Butter manufactured in the Gozo Factory has to be transported in bulk to Malta where it is moulded and wrapped. The new machine will be installed in the Gozo factory and will also

make it possible to make a smaller pack of 7 ozs. which is more convenient for certain sections of the population than the present pack of 14 ozs.

Item 18 Purchase of a Roller Drier for Whey — £2,000

Whey and separated milk resulting as byproducts from the manufacture of cream and cheese have often to be thrown away because no alternative outlet for them is available. Attempts to sell them to pig-breeders have met with very little response. It is therefore intended to purchase a roller drier to conserve whey in the more convenient powder form for sale as animal fodder.

Item 19. Purchase of 25 Cheese Racks — £1,320

It is intended to develop cheese manufacture at the Gozo milk factory in order to obtain the highest possible return from milk surplus to liquid requirements. 25 cheese racks were purchased in 1958/59 and it it intended to purchase the same number in 1959/60.

Item 20. Purchase of 3 refrigerated vans — £3,600

The Milk Marketing Undertaking still distributes milk and milk products in certain villages where a door-to-door agent cannot be found and also in an emergency when there is a breakdown in an agent's transport. It is intended to purchase three refrigerated vans to do this work in order to avoid deterioration and wastage, especially during the hot summer months. These vans will also be used for the transport of milk products from the Gozo factory to Malta without the need of unloading and re-loading when crossing the sea channel.

Item 21 Purchase of one refrigerated tanker — £4,000

Raw milk from Gozo to Malta and pasteurised milk from Malta to Gozo is at present transported in churns. This method of transport is very uneconomical because of handling expenses and wear and tear of churns. It is therefore intended to purchase a 2,000 gallon refrigerated tank which will also result in the milk arriving in better condition. With this capacity of tank, one trip per day will in most cases be sufficient.

Item 22. Completion of a Garage and Stores — £27,900

The garage at the factory in Hamrun was started many years ago but still remains to be roofed and completed. In the meantime, the Department's vehicles, which now number some 30 lorries and vans, have to be left in the open. The opportunity is being taken to build another storey on top of the garage so as to provide accommodation for stores which are at present dispersed in different localities, thus necessitating unnecessary handling and waste of time by the staff.

Item 23. Extension of the existing H.T.S.T. Pasteurising Plant — £5,290

This additional equipment is overdue. The heat treatment capacity at the Malta factory is 1,200 gallons per hour or 9,600 gallons per working day of nine hours including ½ an hour sterilization and ½ an hour cleaning. As the Malta milk intake is already 10,800 gallons daily at the peak and is likely to exceed this figure in future flush seasons, it is more economical to extend the capacity of the plant from 1,200 to 1,800 gallons per hour than to extend the working time-table.

Item 24. Erection of a Milk factory at Gozo — £5,160

This provision is required for the netting for the boundary wall for the milk factory in Gozo which is already in operation and to meet balance of payments for contract works.

Item 25. Sundry works at Hamrun Milk Centre — £1,320

Item 26. Improvements to Depots and Shops — £1,000

These provisions have been made to complete minor improvements already in hand.

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
AGRICULTURE	£	£	£	£	£	£	£	£
1. Cattle Disease Eradication Scheme	289,467	149,467	45,000	45,000	30,000	20,000	—	140,000
2. Animal Vaccination Scheme *	20,000	—	5,000	5,000	5,000	2,500	2,500	20,000
3. Incentive Grants	143,894	114,394	9,050	9,250	5,250	3,650	2,300	29,500
4. Expenses in connection with experts	86,746	39,146	16,200	13,200	10,200	5,900	2,100	47,600
5. Training of Personnel abroad	32,206	8,606	9,050	7,500	5,700	1,350	—	23,600
6. Adopted Farms	7,000	1,000	1,000	2,000	1,000	1,000	1,000	6,000
7. Grants and Loans to Farmers	458,314	238,314	50,000	50,000	40,000	40,000	40,000	220,000
8. Equipment for Crop Protection Contracts Spraying Service ...	15,996	6,196	3,550	3,150	3,100	—	—	9,800
9. Afforestation	234,919	134,919	25,000	25,000	20,000	15,000	15,000	100,000
10. Modernising the Civil Abattoir (Malta)	37,132	31,132	6,000	—	—	—	—	6,000
11. Government Machine Station	21,027	20,027	1,000	—	—	—	—	1,000
12. Poultry Development	7,000	4,000	3,000	—	—	—	—	3,000
13. Livestock Centre, Gozo	23,873	23,373	500	—	—	—	—	500
14. Gozo Abattoir	3,000	2,500	500	—	—	—	—	500
15. Grinding Machinery Centre	3,500	1,500	2,000	—	—	—	—	2,000
16. Farm Machinery for Gozo	1,000	900	100	—	—	—	—	100
Total	1,385,074	775,474	176,950	160,100	120,250	89,400	62,900	609,600

* Expenditure up to 31/3/59 shown under Cattle Disease Eradication Scheme (£149,467).

AGRICULTURE

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
[Experimental Equipment for Irrigation	4,100	4,100						
[Cultivation under glass	5,984	5,984						
[Damming of valleys	85,156	85,156						
[Construction of a Winery in Malta and Gozo	15,281	15,281						
[Artificial Insemination Centre	1,056	1,056						
[Purchase of Crates and Containers	6,424	6,424						
[Survey of run-off water	3,468	3,468						
[Mechanical Grading Machinery	972	972						
[Agricultural Chemistry Laboratory Equipment	1,197	1,197						
[Utilisation of Water Tanks...	1,445	1,445						
[Incubators for Government Farms	596	596						
Total	1,510,753	901,153	176,950	160,100	120,250	89,400	62,900	609,600

N.B. [Completed Schemes.

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
MILK MARKETING UNDERTAKING								
17. Purchase of Butter Moulding and Wrapping Machine	2,800	—	2,800	—	—	—	—	2,800
18. Purchase of a Roller Drier for Whey	2,000	—	2,000	—	—	—	—	2,000
19. Purchase of 25 Cheese Racks...	1,320	—	1,320	—	—	—	—	1,320
20. Purchase of 3 Refrigerated Vans	3,600	—	3,600	—	—	—	—	3,600
21. Purchase of 1 Refrigerated Tanker	4,000	—	4,000	—	—	—	—	4,000
22. Completion of a Garage and Stores...	27,900	—	13,500	14,400	—	—	—	27,900
23. Extension of the existing H.T.S.T. Pasteurising Plant	5,290	—	5,290	—	—	—	—	5,290
24. Erection of Milk Factory at Gozo	144,667	139,507	5,160	—	—	—	—	5,160
25. Sundry Works at Hamrun Milk Centre	9,018	7,698	1,320	—	—	—	—	1,320
26. Improvements to Depots, and Shops	3,700	2,700	1,000	—	—	—	—	1,000
Total	204,295	149,905	39,990	14,400	—	—	—	54,390

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure 1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
[Equipment for Milk Centre at Hamrun	29,594	29,594						
[Training of Personnel Abroad	442	442						
[Milk Marketing Expert	2,048	2,048						
[Purchase of Laboratory Equipment for Gozo	1,450	1,450						
[One Van for Gozo	730	730						
[Bottle Washing Machine	5,000	5,000						
[Machinery and Equipment	3,518	3,518						
Total	247,077	192,687	39,990	14,400	—	—	—	54,390
Grand Total (Agriculture & Milk Marketing)	1,757,830	1,093,840	216,940	174,500	120,250	89,400	62,900	663,990

N.B. [Completed Schemes.

FISHERIES

Total Allocation — £105,000

The estimated number of fishermen is about 800, representing roughly 1% of the total gainfully occupied population. The number seems small when compared with the number employed in Agriculture, which provides whole-time work for 7,813 and part-time work for 9,588. There is room for appreciable expansion even in supplying the local market for which considerable imports are needed.

2. Until attempts were made in the past two years to develop the industry, most of the fish landed was caught within 25 miles of the Island. Fishing was carried out in small power-propelled vessels and rowing-boats. The annual catch is about 1,000 tons, which is supplemented by imports of fresh fish from Tripoli and Italy to the extent of about 100 tons annually. In addition chilled and frozen fish are imported, as well as fairly large quantities of cured or dried fish and tinned fish. The following are the figures of annual fish supplies for the 3-year period 1955-57:—

	1955	1956	1957
	cwt.	cwt.	cwt.
Local catch	17,366	16,775	18,015
Imported fresh	2,676	2,099	1,336
Imported chilled: or frozen	3,952	4,429	3,846
Imported cured, dried or preserved by salt only	5,839	10,933	5,885
	£	£	£
Tinned fish	109,252	161,854	166,336
Fish preparations	3,055	4,429	2,852

3. Excluding tinned fish consumption of other fish products is still low at 11.7 lbs. per head per annum (e.g. United Kingdom 19.4 lbs.). There is room for expansion in the industry. Current programmes are based on the recommendations of a former Director of Fisheries in Singapore and the Fisheries Adviser to the Secretary of State. This programme, which is being continued in the Development Plan, comprises mainly (a) the development of Marsaxlokk as the main fishing harbour; (b) the establishment of a fleet of deep sea trawlers. The first phase of the main operation under (a), which is the dredging of Marsaxlokk Harbour, has been completed at a cost of £116,183. With regard to the establishment of a fleet of deep sea tralwers, this is being done by the grant of loans to fishermen at low interest rates. Five trawlers are already in operation and there is also a Government-owned trawler for training purposes. The development plan provides for increasing this number by two. The advantages of deep sea trawling for the fisherman and the consumer are:—

(a) sources of supply are not limited to inshore fishing;

(b) trawlers can operate in weather which would keep the smaller craft idle especially in the winter.

Details of Schemes

Item 1. Loans and Grants to Fishermen — £55,000

The scheme was started in 1955/56 with the enactment of a law entitled The Agriculture and Fishing Industries Financial Assistance Act — ACT II of 1956 — providing for financial assistance to farmers and fishermen by way of loans and grants. The total issued up to 31st March, 1959 was £140,644 mainly for trawlers. The amounts budgeted for in the Development Plan include provision for loans to fishermen for the purchase of another two trawlers. Hitherto no grants have been made.

Item 2. Sundry Works at Fishing Centres — £12,000

This is a continuation of a programme of minor improvements started in 1956/57 in the various villages where fishing is carried on. Although the policy is to develop Marsaxlokk Harbour as a main fishing port, a certain number of fishermen will continue to operate from other parts of the Island, e.g. Mellieha, St. Paul's Bay, Żurrieq, Marsaskala, etc. The improvements carried out include such things as improvements to slipways, moles, bollards, etc.

Item 3. Purchase of Equipment for new slipway at Marsaxlok — £6,000

This slipway was commenced in 1956 and will be completed in March, 1959. It will make it possible for the larger fishing vessels to have their annual or 6-monthly overhaul at Marsaxlokk, instead of going to Sicily as they have been doing in the past. The provision in the 5-year plan is only for the stocks and other equipment, bringing the total cost of the slipway to £40,815.

Item 4. Expropriation of land and old fish ponds at Marsaxlokk — £9,000

This provision is required to meet outstanding payments for expropriation of land and old fish ponds at Marsaxlokk, in connection with two schemes (now complete) for the dredging of Marsaxlokk Harbour and for providing an area for the spreading of nets.

Item 5. Raising level of mole at Marsaxlokk — £4,000

A section of the mole near the new slipway (to be completed in March, 1959 for the repair of larger fishing vessels which so far have had to go to Sicily) will be raised to the height of the slipway so as to enable the larger fishing vessels to berth alongside this section of the mole which at present is too low to be of any real use.

Item 6. Building of a fisheries station — £11,000

The amount of £11,000 represents the total cost of this building which will comprise stores, additional office accommodation and a small marine biological laboratory. The storage accommodation is required for the equipment and material now being imported by the Department of Fisheries for resale to fishermen. At present, much of this material has to be disposed of hurriedly, which is not conducive to a fair distribution among fishermen. Other material often has to be stored in scattered places. Storage accommodation is necessary for the fishing equipment and stores belonging to the Government training fishing trawler. The additional office accommodation is required for the increased staff of the department, including those engaged on the Fish Market Scheme.

Item 7. Construction of net stores for fishermen at Marsaxlokk — £8,000

As part of the programme for the development of Marsaxlokk as the main fishing harbour it is proposed to construct 9 net stores which will be leased to fishermen, who reside in other villages but operate from the fishing base.

FISHERIES

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
1. Loans and Grants to Fishermen	195,932	140,932	20,000	20,000	5,000	5,000	5,000	55,000
2. Sundry Works at Fishing Centres	26,000	14,000	3,000	3,000	2,000	2,000	2,000	12,000
3. Equipment for new slipway at Marsaxlokk	6,000	—	6,000	—	—	—	—	6,000
4. Expropriation of land and old fishponds at Marsaxlokk... ...	9,000	—	9,000	—	—	—	—	9,000
5. Raising level of part of mole at Marsaxlokk	4,000	—	4,000	—	—	—	—	4,000
6. Building of a Fisheries Station	13,000	2,000	11,000	—	—	—	—	11,000
7. Construction of Net Stores for Fishermen at Marsaxlokk ...	9,000	1,000	2,000	3,000	3,000	—	—	8,000
Total	262,932	157,932	55,000	26,000	10,000	7,000	7,000	105,000
[Purchase of a Trawler	39,880	39,880						
[Reshaping Wharf at Fish Market	2,488	2,488						
[Area for spreading of nets	5,726	5,726						
[Dredging of Marsaxlokk Bay	116,183	116,183						
[Boatslip for large fishing Vessels	34,815	34,815						
[Repairing Quay at Marsaxlokk	2,633	2,633						
[Repairing Damages caused by Storm at Zurrieq and Ghar Lapsi ...	6,791	6,791						
Grand Total	471,448	366,448	55,000	26,000	10,000	7,000	7,000	105,000

N.B. [Completed Schemes.

GAS

Total Allocation — £61,250

The Gas Undertaking is operated by a public corporation called the Gas Board, set up by the Gas Act, 1952. The capital of the Board is provided by advances from the Treasury. The provision in the first year of the Development Plan will complete a scheme of modernisation and expansion of the Undertaking consisting mainly of:—

(a) the setting up of a Catalytic Oil Gasification Plant, to replace the existing dilapidated coal-burning plant; the new plant will reduce costs of production, improve the quality of the gas and double the existing capacity;

(b) a new gas holder near Sliema, which is the largest centre of consumption, to make it possible to maintain adequate pressure in that area;

(c) a liquid petroleum gas bottling plant at Marsaxlokk which will enable the Board to import gas in bulk and to bottle it in cylinders for domestic distribution.

The whole scheme is estimated to cost £335,399 most of which has been advanced as a loan to the Board. The provision represents the balance to be advanced for completion of the above-mentioned three items.

GAS

Total Estimate	Estimated Expenditure from 1.4.55 to 31.3.59	Estimated Expenditure					
		1959/60	1960/61	1961/62	1962/63	1963/64	Total
£	£	£	£	£	£	£	£
335,399	274,149	61,250	—	—	—	—	61,250

TECHNICAL EDUCATION

Total Allocation — £1,036,272

In any plan to diversify the Maltese economy by attracting industries to the Island, a high priority must obviously be given to technical education. Considerable progress has been made in recent years and a Secondary Technical School is now already partly in operation with an attendance of 600 boys. Its full capacity (in 1959/60) will be 1,000 students with 5-year courses leading to G.C.E. Ordinary level. In the meantime, work has started on a girls secondary technical school, also accommodating 1,000 pupils. This school will be completed in 1960/61.

2. Applications for entry to the secondary technical school have been:—

1955 — 120 (school was not then of Secondary level)
1956 — 600
1957 — 1,400
1958 — 2,000

The Development Plan makes provision for the completion of the two schools referred to in the preceding paragraph and for the building of one more school for boys witl. a capacity of 1,000 pupils.

3. Such a programme of rapid development in Technical Education obviously raises the problem of the supply of the required number of trained teachers. So far twenty teachers have been sent to the United Kingdom for one year's training at Garnett College. Scholarships have been granted to eight teachers and students to enable them to obtain University degrees in the United Kingdom, so that they may eventually return to Malta to teach in the Secondary Schools. One difficulty that has been encountered is that there are very few students who have passed the G.C.E. Advanced Level, which is the necessary admission qualification for Universities in the United Kingdom. To meet the situation, a Sixth Form was started in October 1957 utilising the six English teachers who have been recruited temporarily for the Secondary Technical Schools, but only 10 applicants came forward. In 1958, there were only three applicants. To cast the net wider, evening classes are about to start, also leading to the G.C.E. Advanced Level. In future years, there will also be the possibility of selecting the best students from the Secondary Technical Schools for scholarships at United Kingdom Universities for eventual appointment as teachers.

4. While this development of formal technical education has been going on, a considerable effort has been made to provide Vocational Training for youths who are now too old to go to a Technical School. The previous Administration set up Vocational Training Centres, mainly under a grant from C.D. & W. Funds for the training of youths between the ages of 16 and 22. The scheme was worked out by the I.L.O., who also provided four Australian Instructors to organise and supervise the courses. So far, 685 trainees have been through the centres for full-time 10-month courses in woodwork, motor mechanics, plumbing, sheet metal and panel beating, fitting and machining, painting, plastering, electrical installation, welding and housecraft (intended for hotel and catering staff). At present there are 285 trainees in attendance. These courses were set up to train prospective migrants. The decision whether to emigrate now or later rests with the trainees but the training is, of course, always beneficial to them. During the course, the trainees — usually between the ages of 16-22 with a primary school education — are given a maintenance allowance varying according to age and marital status.

5. In a report on the working of the Vocational Training Scheme by an I.L.O. Expert, who visited Malta for the purpose, it was recommended that longer courses should also be set up. In October 1958, 3-year courses leading to a formal qualification such as the London City and Guilds were inaugurated and courses

are now held in the following trades: Electrical and Mechanical (Marine) Engineering, Machine Shop Practice, Motor Vehicle Engineering, Carpentry and Joinery and Tailoring. There are 400 students in attendance, but there will be 180 more when the second and third year classes at Mriehel are formed. It may be added that negotiations are taking place with British Trade Unions with a view to securing recognition of these courses as counting towards the period of craft apprenticeship required in the United Kingdom.

6. There is also provision for the building of a Polytechnic. If the rising generation is to be persuaded to look with greater interest at the possibility of a career in industry, the educational ladder in applied science and technology must be completed by the establishment of a higher institution, such as a Polytechnic, providing courses up to degree standard. This is also necessary to meet eventual needs of industry. The plan for a Polytechnic will be elaborated in detail when a report from Mr. J. C. Jones, the Technical Education Adviser to the Colonial Office, who recently visited Malta, has been studied.

7. To summarise, the annual output from the technical schools and training centres covered by the Development Plan may be expected to be as follows:—

Secondary Technical Schools	600
10-month Vocation Training Courses	300
3-year City and Guilds Courses	140
Polytechnic — Plans still being considered.	

Details of Schemes

Item 1. Secondary Technical School for Boys at Kordin — £40,000

Work was started on this first big technical school in Malta in 1956 and the school has been partly in occupation since 1st January, 1958, and it now has 600 pupils; but it will not be used to its full capacity of 1,000 places until 1960 when it will be completed with all the facilities.

Item 2. Secondary Technical School for girls at Hamrun — £170,000

Provision is made for the continuation of the secondary technical school for girls at Hamrun which was started by the previous Administration in 1957. By October, 1958, 29% of the work on the school was ready and it is expected that use of the school will begin to be made in October 1959. Completion with all the necessary facilities is expected in October 1960. An effort is being made to recruit a headmistress from the United Kingdom to organise this school.

Item 3. Secondary Technical School for Boys at Hamrun — £280,000

This school is intended to accommodate 1,000 pupils. Work is scheduled to start on the building in the financial year 1959/60 and is expected to be completed in 1962/63.

Item 4. Polytechnic — £249,640

The position is explained in the general remarks on Technical Education.

Item 5. Additional accommodation and equipment — £10,000

This is required for the Mriehel and Hamrun Centres where 3-year courses leading to City and Guilds Exams (vide general remarks) are held.

Item 6. Construction of an Industrial Training Centre, Gozo — £3,000

This provision is required to meet the cost of the site for the building of the Centre. The Centre which is now nearly ready will provide industrial training facilities on the same lines as in Malta.

Item 7. Vocational and Industrial Training — £240,000

Item 8. Vocational Training of Prospective Migrants — £40,000

As stated in the general remarks a scheme for the vocational training of prospective migrants was started with a C.D. & W. grant which expires in 1959/60. A provision of £40,000 is therefore made for that year under item 8 to utilise the balance of the grant and further provision is made for the remaining four years under item 7. The provision of £16,000 for 1959/60 caters for trades not specified in the C.D. & W. scheme referred to in item 8.

Item 9. Purchase of trade equipment — £700

This provision is to purchase equipment for trade classes. It is the balance of a grant of £10,000.

Item 10. Extension of St. Patrick's — £3,000

This is the final instalment required for the works in hand to increase the accommodation at the school to 200 which is double its present capacity.

TECHNICAL EDUCATION

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
1. Secondary Technical School for Boys at Kordin (Pawla) ...	320,000	280,000	40,000	—	—	—	—	40,000
2. Secondary Technical School for Girls at Hamrun...	300,000	130,000	120,000	50,000	—	—	—	170,000
3. Secondary Technical School for boys at Hamrun...	280,000	—	10,000	100,000	100,000	70,000	—	280,000
4. Polytechnic	250,000	360	10,000	80,000	110,000	49,640	—	249,640
5. Additional accommodation and equipment (Hamrun & Mriehel Centres)	10,000	—	10,000	—	—	—	—	10,000
6. Construction of an Industrial Training Centre in Gozo	29,086	26,086	3,000	—	—	—	—	3,000
7. Vocational and Industrial Training	313,317	73,317	16,000	56,000	56,000	56,000	56,000	240,000
8. Vocational Training of Prospective Migrants	264,500	224,500	40,000	—	—	—	—	40,000
9. Purchase of Trade Equipment	10,000	9,300	700	—	—	—	—	700
10. Extension of St. Patrick's	83,000	80,000	3,000	—	—	—	—	3,000
Total	1,859,903	823,563	252,700	286,000	266,000	175,640	56,000	1,036,340

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure 1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
[Purchase of Books and Instruments	4,974	4,974						
[Extension of Hamrun and Imriehel Technical Schools	13,994	13,994						
[Sundry works at St. Patrick's Industrial Training Centre (Old Building)	7,960	7,960						
[Extension of the Marsa Industrial Training Centre	21,836	21,836						
[Construction of a Technical School and Lyceum at Gozo	45,862	45,862						
Grand Total	1,954,529	918,189	252,700	286,000	266,000	175,640	56,000	1,036,340

N.B. [Completed Schemes.

EDUCATION

PRIMARY

Total Allocation — £1,547,750

Compulsory education for all children up to the age of 14 was introduced in 1946, but owing to lack of accommodation and staff in the primary schools, a large proportion of the school population was given only part-time education, i.e., only 18 or 24 hours per week. In 1955 the policy was adopted of providing the necessary accommodation and staff (even on a temporary basis) required to give full-time education to all pupils in the Government primary schools. This was accomplished in a matter of 6 months. At the same time, a large school building programme (which will start tapering off only in 1962/63) was undertaken to provide the necessary school accommodation to cope with the rise in the school population and to make it possible to give up gradually the large number of houses and other premises temporarily used as schools.

2. The number of pupils still housed in such temporary and unsuitable premises is 15,050 out of a total school population of 57,195 in the Government primary schools at the beginning of the scholastic year 1958/59.

3. A provision for finishing works and outstanding payments will be required in the first year of the Plan in respect of the following schools: Fgura, Pawla, Qrendi and Pieta in Malta., The Development Plan also provides for the building or completion of 21 new primary schools. In addition, the plan provides for the building of 196 additional classrooms and extensions to existing schools. Thus by the end of 1963/64, a total of 1,189 new classrooms accommodating some 33,300 pupils will have been built since 1955.

4. A large number of untrained emergency teachers had to be taken on since 1955 and there are now 742 of these teachers as compared with 1,396 permanent teachers. The output of trained teachers from the two training colleges (1 for men and 1 for women) is 90 females and 30 males per year. The development plan provides for the extension of the men's college to increase the annual output to 60. It will probably take 10 years before all the emergency teachers are replaced by fully trained teachers.

SECONDARY

5. In the field of Secondary Education, as much has been done by private schools — as far as numbers of pupils attending are concerned — as by the Government. At the beginning of the scholastic year 1958/59, there were 3,164 pupils in Government grammar schools, while the latest figure available for pupils in secondary classes of private schools is 2,968. There is enormous competition for admission to the Government Secondary schools (Grammar and Technical); admissions in the past three years have averaged 19% of the boys and 15.7% of the girls sitting for the entrance examinations.

6. At present, there are 1,438 places in the boys Lyceum (completed in 1956) at Hamrun where there are 51 classes housed in 52 rooms including those originally intended for use as laboratories. The Development Plan provides for a second Lyceum with 20 classrooms, plus another 10 rooms for sub-divisions, making 30 classrooms in all, which will accommodate 560 pupils. With regard to secondary education for girls, there is at present no school building designed as such and the 1597 girls in the Government Secondary schools are accommodated in 8 private and other unsuitable premises. A girls' grammar school (started in 1957/58) is being built with 28 classes and 12 demonstration rooms to accommodate 750 pupils. Provision is made in the Plan for the continuation of this school, which it is hoped will be completed in 1961/62. Although the Development Plan

also includes three other secondary schools under Technical Education, providing another 3,000 places, opportunities for secondary education may have to be considerably increased in the future, according to the development that takes place in the economy as 8,000 children per year reach secondary school age. When the secondary schools contemplated in the Plan have been completed, the annual intake will be 600 into the secondary technical and 800 into the Lyceum and the Grammar Schools.

Details of Schemes

PRIMARY SCHOOLS

MALTA

Item 1. Equipment for Primary Schools — £45,000

This is practically an annually recurrent provision, as besides the purchase of new equipment to keep pace with school expansion, replacement of old and unsuitable equipment has to be made regularly.

Item 2. Additional Accommodation in various localities — £31,500

This provision is for minor additional school accommodation in various localities, according to the circumstances that may arise.

Item 3. Cost of acquisition of sites — £41,000

This is a block provision to meet the cost of the acquisition, usually by expropriation, of sites required for school buildings.

GOZO

Item 4. Additional accommodation in various localities — £10,000

This provision is for minor additional school accommodation in various localities, according to the circumstances that may arise.

School Building Programme — Malta

Item 5. Fgura — £11,650

This school will shortly be occupied and the provision is for completion. It contains 16 classrooms, which replace 8 classrooms in private premises, in view of the increasing population in the area.

Item 6. Pawla — £9,750

This school is already in occupation and the provision is for final works and last payments to the contractor. It contains 35 classrooms and will make it possible to release 30 rooms in private premises.

Item 7. Qrendi — £6,900

This school is already in occupation although work will continue to mid-1959. It contains 20 classrooms, which will release 15 rooms in private premises.

Item 8. Safi — £24,000

This new school consists of 10 classrooms and will replace 7 classrooms in unsuitable, unhygienic premises.

Item 9. Rabat(ext.) — £47,000

When this school is completed with its 18 classrooms, it will replace 7 classes in a 300-year old building known as the Old College, 8 in a hotel and 22 emergency classrooms.

Item 10. Pietà — £7,600

This school will shortly be ready for occupation and will consist of 25 classrooms which will replace 16 rooms. It will also accommodate 5 classes for Deaf and Dumb Children. The provision of £7,600 is for decoration works, etc.

Item 11. Żebbuġ — 11,000

This school will have 24 classrooms, which will make it possible to do away with 15 emergency classrooms and one class in private premises.

Item 12. Żejtun — £67,000

This new school of 50 classrooms will take over the pupils now housed in 17 classrooms in private premises and 13 in emergency classrooms.

Item 13 Valletta — £85,000

This will be a large school with 72 classroms. There are at present 57 classrooms in 5 different premises.

Item 14. Tarxien — £57,000

There are at present 29 classes in private premises and two emergency classes. The new school will have 45 classrooms.

Item 15. Floriana — £4,000

This school will be completed shortly and will consist of 10 classrooms and will make it possible to give up three classes in private premises and three emergency classrooms.

Item 16 Kalkara — £2,700

This school is already in occupation but work in it will be finished in 1959-60. It contains 14 classrooms and will replace 9 classes in private premises.

Item 17. Marsa — £5,000

This school is already in occupation and provision is for completion of the final details. It consists of 30 classrooms and will release 20 classrooms in private premises.

Item 18. Żurrieq — £4,000

The school which contains 28 classrooms is already occupied. 17 classrooms in private premises and 5 emergency classrooms have been replaced.

Item 19. Birżebbuġa — £10,300

Work on this school, which is already in occupation, will be completed in 1959-60. The school consists of 36 classrooms and has made possible the release of 28 classrooms in private premises.

Item 20. Vittoriosa — £2,000

This school consisting of 10 classrooms is already occupied and funds are required for completion of the final details. The classrooms in private premises have been released.

Item 21. Qormi — £4,600

Funds are required for completion of works. The school, which is already occupied, contains 32 classrooms. 19 classrooms in private premises have been released.

Item 22. Żabbar — £8,750

Work on this school will be completed in 1959/60. The school consists of 26 classrooms of which 7 are already occupied. When complete it will make possible the release of 14 classrooms in private premises.

Item 23. St. Julian's — £37,500

The school at St Julian's is housed in two private premises. The new school will provide 20 classrooms.

Item 24. Attard — £37,000

There are 10 classrooms in very old private premises which will be given up when the new school with 14 classrooms is completed.

Item 25. Marsaxlokk — £25,000

The new school will provide 20 classrooms and make it possible to give up 12 classrooms in private premises.

Item 26. Hamrun/Marsa — £45,000

No extensions can be built on the site of the existing school as the foundations are not on solid rock. The new school will have 32 classrooms and make it possible to give up 13 emergency classrooms and 18 classes now housed in four different private premises.

Item 27. Cospicua — £29,700

With 25 classrooms in this new school, it will be possible to give up 10 classrooms in private premises, 3 classes in a police station and 3 emergency classrooms.

Item 28. Additional accommodation at Birkirkara — £12,000

(Additional accommodation of 18 rooms). There are at present 8 classes in emergency rooms in the school yard, 3 in the school workshop, 3 in the Assembly Hall, one on the stage of the school and 11 classrooms in private premises.

Item 29. Additional accommodation at St. Michael's Training College — £39,800

This college, which is a residential training college for male teachers, was completed in September 1955, and provides two-year courses. Its present output is 30 teachers per year. The extension of the college (not yet started) will make it possible to increase the output of trained male teachers to 60 per year.

Item 30 Erection of Girls' Grammar School — £140,000

This provision is required to proceed with the construction of the new Girls' Grammar School, estimated to cost in all about £190,000, which is in course of construction. It will be completd in 1962/63 and will accommodate 28 classes with 12 demonstration courses (750 pupils).

Item 31. Hamrun Lyceum Science Block — £17,000

This school, to which reference has already been made in the general remarks, accommodates about 1,400 pupils and is at present the only Government Grammar School for boys in Malta. It still lacks science laboratories.

Item 32. Erection of new School at Valletta (Boys') — £80,000

There are 36 classes in the old Auberge de Baviere, some of which are under road level. The building is deteriorating rapidly and liable to become unsafe at any moment. The proposed number of classrooms in the new school is 45.

Item 33. Erection of new school at Xghira — £13,000

At present there are 6 classes, up to Standard IV, housed in three unsuitable private premises. The new school will have nine classrooms so that it may cater for all standards, i.e. up to Standard VI.

Item 34. Erection of new school at Mensija — £40,000

12 classes are housed in three private premises and in the Milking Depot. In view of the estimated increase in the school population, the new school will have 18 classrooms.

Item 35. Erection of Grammar School for Boys — £200,000.

Item 36. Laboratory equipment for Grammar School — £35,000

The reasons for the building of this grammar school for boys have been explained in the general remarks on Secondary Education. This school will have 20 classrooms plus another 10 rooms for subdivisions. It will accommodate 560 students.

Item 37. Centre for the Blind — £12.000

Item 38. Equipment for Centre — £2,000

This will provide rehabilitation and vocational training for about 50 blind persons within the trainable age group of 18-50 years.

Item 39. Three centres for mentally nandicapped — £24,000

Item 40. Equipment for Centres — £2,400

It is estimated that there are about 500 mentally handicapped children. The centres will cater for about half this number. The teachers for this work have been trained in U.K.

SCHOOL BUILDING PROGRAMME — GOZO

Item 41. Extension of new school at Għajnsielem — £45,000

This is a new school of 20 classrooms vice 16 now accommodated in two private premises.

Item 42 Erection of new school at Qala — £26,600

This school, which is still in state of construction, will contain 20 classrooms.

Item 43. Erection of new school at Għarb — £28,000

There will be 18 classrooms vice 10 unsuitable rooms now in private premises.

Item 44 Erection of new school at San Lawrenz — £18,000

To provide 9 classrooms, vice 6 rooms now housed in 1 private premises.

Item 45. Erection of a new school at Victoria — £97,000

To provide for 50 classrooms, replacing 43 classrooms in three different unsuitable premises. (Provision also included for Housecraft School on the same premises).

Item 46. Erection of new school at Sannat — £45,000

18 new classrooms will be constructed vice the 15 rooms now housed in private premises.

Item 47. Xewkija — £1,000

The school contains 38 classrooms, all of which are already occupied, and has made possible the release of 28 classrooms in private premises. Funds are required for completion of final details.

EDUCATION (Primary and Grammar)

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
MALTA								
1. Equipment for Primary Schools	125,331	80,331	15,000	7,500	7,500	7,500	7,500	45,000
2. Providing additional school accommodation in various localities	151,534	120,034	7,500	7,500	6,500	5,000	5,000	31,500
3. Cost of acquisition of sites	55,641	14,641	8,000	12,000	9,000	6,000	6,000	41,000
GOZO								
4. Providing additional accommodation in various localities ...	41,742	31,742	3,000	3,000	3,000	1,000	—	10,000
School Building Programme — Malta								
5. Erection of new school at Fgura	42,004	30,354	11,650	—	—	—	—	11,650
6. Erection of new school at Pawla	59,998	50,248	9,750	—	—	—	—	9,750
7. Erection of new school at Qrendi	57,043	50,143	6,900	—	—	—	—	6,900
8. Erection of new school at Safi	24,000	—	—	8,000	16,000	—	—	24,000
9. Erection of new school at Rabat (ext.)	51,000	4,000	18,000	10,000	19,000	—	—	47,000
10. Erection of new school at Pieta	64,639	57,039	7,600	—	—	—	—	7,600
11. Erection of new school at Zebbug	47,035	36,035	11,000	—	—	—	—	11,000
12. Erection of new school at Zejtun	68,000	1,000	8,000	30,000	17,000	12,000	—	67,000

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
School Building Programme — Malta (Contd.)								
13. Erection of new school at Valletta	105,300	20,300	10,000	37,000	30,000	8,000	—	85,000
14. Erection of new school at Tarxien	78,978	21,978	26,000	31,000	—	—	—	57,000
15. Erection of new school at Floriana	16,400	12,400	4,000	—	—	—	—	4,000
16. Erection of new school at Kalkara	38,028	35,328	2,700	—	—	—	—	2,700
17. Erection of new school at Marsa	60,263	55,263	5,000	—	—	—	—	5,000
18. Erection of new school at Zurrieq	54,751	50,751	4,000	—	—	—	—	4,000
19. Erection of new school at Birzebbugia	59,551	49,251	10,300	—	—	—	—	10,300
20. Erection of new school at Vittoriosa	23,065	21,065	2,000	—	—	—	—	2,000
21. Erection of new school at Qormi	43,680	39,080	4,600	—	—	—	—	4,600
22. Erection of new school at Zabbar	46,582	37,832	8,750	—	—	—	—	8,750
23. Erection of new school at St. Julian's	44,961	7,461	10,000	17,000	10,500	—	—	37,500
24. Erection of new school at Attard	41,862	4,862	6,000	23,000	8,000	—	—	37,000
25. Erection of new school at Marsaxlokk	39,912	14,912	18,000	7,000	—	—	—	25,000
26. Erection of new school at Hamrun/Marsa	45,000	—	5,000	15,000	25,000	—	—	45,000
27. Erection of new school at Cospicua...	32,200	2,500	12,000	10,700	7,000	—	—	29,700

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure 1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
School Building Programme — Malta (Contd.)								
28. Additional accommodation, Birkirkara	25,850	13,850	12,000	—	—	—	—	12,000
29. Additional accommodation, St. Michael's Training College ...	55,000	15,200	20,000	19,800	—	—	—	39,800
30. Erection of Girls' Grammar School	190,435	50,435	40,500	40,000	40,000	19,500	—	140,000
31. Hamrun Lyceum Science Block	17,000	—	17,000	—	—	—	—	17,000
32. Erection of new school at Valletta (Boys)...	80,000	—	—	—	19,000	45,000	16,000	80,000
33. Erection of new school at Xghira	13,000	—	—	—	—	10,000	3,000	13,000
34. Erection of new school at Mensija	40,000	—	—	15,000	25,000	—	—	40,000
35. Erection of Grammar School for Boys	200,000	—	—	20,000	30,000	60,000	90,000	200,000
36. Laboratory Equipment for Boys Grammar School	35,000	—	—	—	—	16,000	19,000	35,000
37. Centre for the Blind	12,000	—	—	—	12,000	—	—	12,000
38. Equipment for centre for the blind	2,000	—	—	1,000	1,000	—	—	2,000
39. Three Centres for Mentally Handicapped	24,000	—	—	8,000	8,000	—	8,000	24,000
40. Equipment for Centres for Mentally Handicapped	2,400	—	—	800	800	—	800	2,400

EDUCATION (Primary and Grammar)

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure 1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
School Building Programme — Gozo								
41. Erection of new school at Ghajnsielem	45,000	—	6,000	20,000	19,000	—	—	45,000
42. Erection of new school at Qala	58,032	31,432	26,600	—	—	—	—	26,600
43. Erection of new school at Gharb	43,000	15,000	23,000	5,000	—	—	—	28,000
44. Erection of new school at San Lawrenz	18,000	—	—	3,000	15,000	—	—	18,000
45. Erection of new school at Victoria	97,000	—	15,000	30,000	52,000	—	—	97,000
46. Erection of new school at Sannat	45,000	—	5,000	20,000	20,000	—	—	45,000
47. Erection of new school at Xewkija	58,633	57,633	1,000	—	—	—	—	1,000
Total	2,579,853	1,032,103	400,850	401,300	400,300	190,000	155,300	1,547,750
[Erection of new schools	924,600	924,600						
[Building of additional classrooms	65,400	65,400						
[Minor works in schools	12,600	12,600						
[Supply of free books	39,600	39,600						
Grand Total	3,622,053	2,074,303	400,850	401,300	400,300	190,000	155,300	1,547,750

N.B. [Completed Schemes.

ANTIQUITIES

Total Allocation -- £92,000

It is usual to make an annual modest provision for necessary works in connection with the preservation of Malta's antiquities, which are part of the national heritage and must be preserved.

Details of Schemes

Item 1. Restoration of Bastions — £25,000

Item 4. Restoration of Mdina Bastion — £12,000

This general provision is required to repair damage in the bastions surrounding the old cities of Malta, and the specific item for Mdina is needed as the condition of the bastion is now dangerous to the school on top.

Item 2. Restoration of Public Monuments — £7,500

This is required to preserve important public monuments from falling into decay.

Item 3. Restoration of paintings — £12,500

There are 7 restorers in Government employment to attend to the preservation and restoration of paintings of artistic and historical value in the museum collections and in Government buildings and churches. Separate provision is made in the recurrent budget for the restoration of paintings in St. John's Co-Cathedral; this will necessitate the employment of Italian experts.

Item 5. Restoration of Sacra Infermeria — £20,000

The Sacra Infermeria was the hospital of the Knights of St. John and includes what is reputed to be the longest hall in Europe. The building including the hall was badly damaged during the war. The full cost of restoration has been estimated at £60,000.

Item 6. Organ at St. John's Co-Cathedral — £15,000

The Organ in the Co-Cathedral is in a very bad condition, though of considerable antiquarian value. The services of an expert have been secured and this expert has advised that it should be reconstructed as it is, in its present output, unworthy of the Government owned Co-Cathedral.

ANTIQUITIES

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
1. Restoration of Bastions	28,000	3,000	5,000	5,000	5,000	5,000	5,000	25,000
2. Public Monuments	13,745	6,245	1,500	1,500	1,500	1,500	1,500	7,500
3. Restoration of Paintings	48,585	36,085	2,500	2,500	2,500	2,500	2,500	12,500
4. Restoration of Mdina Bastion	18,000	6,000	6,000	6,000	—	—	—	12,000
5. Restoration of Sacra Infermeria	26,000	6,000	10,000	—	—	5,000	5,000	20,000
6. Organ, St. John's Co-Cathedral	15,000	—	5,000	10,000	—	—	—	15,000
Total	149,330	57,330	30,000	25,000	9,000	14,000	14,000	92,000

HEALTH

Total Allocation — £1,107,000

The hospital building programme has been the subject of considerable discussion under previous Administrations. It was closely examined by the Economic Commission composed of Sir George Schuster and Sir William D. Scott, on whose advice an investigation was carried out by Dr. J.O.F. Davies, the Senior Administrative Medical Officer of the Oxford Regional Hospital Board. The recommendations by Dr. Davies were then considered by the Economic Commission and the late Maltese Government and have also been taken into account by the present Administration in drawing up the Development Plan for hospitals.

2. Briefly, the Plan provides for

(i) a 200-bed T.B. Hospital;

(ii) the modernisation and improvement of the Hospital for Mental Diseases;

(iii) a children's hospital;

(iv) for other important works at or near the main general hospital (St. Luke's) viz: completion of the school for nurses, a central medical store catering for all hospitals, quarters for doctors and students so as to release more accommodation for patients and an extension of the laundry to cope with increased requirements.

As the Medical and Health Department is also responsible for the public cleansing service, provision is made under this head for a refuse pulverising plant with a greater capacity. Before setting out the details of the proposed new development, it may be advisable to describe briefly the existing hospital resources :—

(a) *St Luke's Hospital.* This is a modern general hospital of 554 beds catering for surgery, medicine, gynaecology, obstetrics, orthopaedics, paediatrics and E.N.T. There is also an out-patient department and pathology and bacteriology laboratories.

(b) *Central Hospital.* This used to be the main hospital before St Luke's was built. It has largely been handed to the police for use as their headquarters, but there are still 56 hospital beds, 40 of which are devoted to ophthalmic conditions and the remainder to skin diseases.

(c) *St. Vincent de Paul Hospital.* In this hospital popularly known as the Poor House, there are some 945 beds, including 66 beds for chronic sick cases transferred from St Luke's Hospital. 150 more beds will be accommodated in a new block completed in 1958 on the site of a block destroyed by enemy action. This hospital deals not only with the chronic sick but also with the indigent and infirm as well as with a number of mentally defective children.

(d) *St Bartholomew's Hospital.* This is a leper hospital built in 1911 and has accommodation for 118 patients but owing to modern methods of treatment there does not appear to be need for accommodation on this scale; in fact, at the end of 1958 there were only 43 lepers in residence.

(e) *Isolation Hospital.* This is situated at Manoel Island and was formerly the quarantine station. It was severely damaged during the war, and in spite of the unsatisfactory structure and conditions it is still used to cope with such infectious diseases as occur.

(f) *Hospital for Mental Diseases*....This is a building of very old design intended originally to house aobut 700 patients but now accommodating a population of over 900. The result has been over-crowding and very poor conditions.

(g) *Santo Spirito Hospital.* This is a chronic sick hospital constructed 600 years ago now having 69 beds, including a number of children.

(h) *Connaught Hospital.* This used to house T.B. patients but was closed down in 1956 as being entirely unsuitable. Until alternative accommodation is provided T.B. patients have to be accommodated in St. Vincent de Paul Hospital or sent to the U.K. or Italy at Government expense for treatment.

(i) *Gozo Hospitals.* The general hospital of the Island is at Victoria, having some 80 beds of which 12 are for midwifery. The hospital has a laboratory, a theatre, an x-ray department and a small out-patient section. Surgery beyond the capacity of the superintendent is dealt with by consultants from Malta, who come over at regular intervals. There is accommodation for the chronic sick at the St John the Baptist Hospital with 147 beds. There is an isolation hospital capable of housing 30 patients and a hospital for mental diseases with accommodation for 200 patients. Within the curtelage of the latter hospital, there is the Sacred Heart Hospital for lepers, but this has now been closed down, there being no patients requiring hospital accommodation.

(j) *St Theresa Hospital.* This is a small hospital for T.B. with bed accommodation for 16 patients.

(k) *Private Hospitals.* The total number of beds in private hospitals is 213.

(l) *Service Hospitals.* There is a naval hospital in Bighi and a military hospital at Mtarfa catering for service men and for the families of U.K. service men.

3. The 500 acute beds (excluding maternity) at St Luke's represent a ratio of 1·56 per thousand population compared with 2·53 in England and Wales. The rate of occupancy of the beds in 1958 was 101·56%. After considerable deliberation and discussion amongst the authorities quoted above, it has been decided to build a 200-bed T.B. hospital at Naxxar. With the increasing use of domiciliary treatment this hospital will in time be able to deal with other than tuberculosis cases. Dr Davies had recommended that a new block of approximately 160 beds should be erected on the St Luke's site for T.B. cases. However, the local medical authorities feel that although in some countries T.B. is treated in general hospitals, it would be unwise to set up a T.B. unit at St Luke's. The grounds for this decision are:

(a) a large primary school has been built near the site in question since Dr Davies' visit;

(b) local prejudice would make many people reluctant to go to St Luke's hospital for treatment if it had a T.B. unit adjacent to it;

(c) the locality where St Luke's is situated is densely populated;

(d) a children's unit is going to be built on the site in question, part of which has been allocated for the building of a medical school.

4. At St Luke's Hospital, work will be continued on the new school for nurses. New quarters will be built for doctors and students — a measure which was recommended by Dr Davies. These two additions to the hospital will make it possible to release the accommodation at present being used by nursing students, doctors and medical students thus providing accommodation for another 120 beds.

5. Dr Davies strongly recommended that steps should be taken to modernise the Hospital for Mental Diseases. The Development Plan provides for some of the stages in this process. The new male division ward started in 1957/58 will be continued and completed, providing accommodation for an additional 80 patients. The new female division ward, also accommodating 80 patients, will be completed in 1959/60. Both the kitchen and the laundry are being modernized.

Details of Schemes

Item 1. T.B. Hospital at Naxxar — £500,000

The background leading to the decision to build a 200-bed T.B. Hospital at Naxxar has already been given. The total estimate is £537,224, a small part of which

has already been spent in the acquisition of a site and the construction of a boundary wall and an approach road. It is intended to engage the services of consultants to advise on the planning.

Item 2. School for Nurses — £60,000

Nurses under training are at present occupying part of the hospital proper. When the school is built, accommodating 120 students, the present accommodation will be given up for use by patients. The school will not be residential but sleeping accommodation will be provided for about 20 students to cater for those coming from Gozo or from other distant localities. Work on the school was started in 1957/58 and the total cost is expected to be £75,000.

Item 3. Male division ward at the Hospital for Mental Diseases — £27,000

Item 4. Equipment for male division ward at the Hospital for Mental Diseases — £5,000

Work was started in 1957/58 and will be completed in 1959/60. This is part of the scheme to improve the accommodation at the Hospital for Mental Diseases and will provide room for another 80 patients.

Item 5. Quarters for doctors and students — £42,000

Work will begin and will be completed in the first two years. When these quarters are completed (they were included in the recommendations of Dr. Davies), the accommodation at present used by doctors and students will be available for patients and will provide an additional 120 beds.

Item 6. Central Medical Store — £25,000

This work will also be started and completed in the first two years. The plans are ready and the site is available. Medical stores, such as drugs, medicines and medical accessories, are at present housed in premises held on lease by the Medical and Health Department. It is obviously an advantage to centralize all these stores in one building near the main hospital, i.e. St. Luke's, for distribution to the various hospitals.

Item 7. Extension of laundry at St Luke's hospital — £7,000

Item 8. New laundry equipment for St Luke's hospital — £10,500

The present laundry equipment at St Luke's has for some time been showing signs of wear and tear with consequent loss of efficiency and economy. Moreover, the laundry facilities for the patients and staff have become inadequate and it is therefore urgently necessary to enlarge the premises and acquire new machinery. The new machinery will consist of: 4 washing machines, two hydro-extractors, 1 drying tumbler, 1 ironing machine and 1 automatic general purpose press.

Item 9. Extension of the kitchen at the Hospital for Mental Diseases — £20,000

Item 10 New Kitchen equipment for the Hospital for Mental Diseases — £9,000

Complaints are frequently received from both patients and staff regarding the cooking of the food in this hospital. The cause of the trouble lies in the worn-out equipment at present in use in the kitchen. The cooking range was built in 1928 to cater originally for 400 persons. It is still in use but for an average of 1,000 persons daily. The following equipment is required: 12 frying pans, 1 canopy for frying pans, 1 wet steam oven, 2 hot plates (steam), 1 electric frier, 1 electric mincer and chopper, 1 electrical mixer, 1 potato peeler, 1 coffee grinder, 1 bread slicing machine and 2 coal fired ranges.

Item 11. Construction of a new laundry at the Hospital for Mental Diseases — £15,000

Item 12. Equipment for new laundry at the Hospital for Mental Diseases — £11,500

The laundry is another section of the Hospital for Mental Diseases where conditions are most unsatisfactory. The laundry is small and ill-equipped. It is a source of inconvenience to the employees, especially during the wet winter months when they have to work under the washing hung in the same premises for drying. It is therefore intended to set up a modern mechanical laundry. The following machines will be required: 4 washing machines, 4 hydroextractors, 1 ironing machine, 1 dryer and 1 automatic general purpose press.

Item 13. Refuse Pulverising Plant — £90,000

The existing pulverising plant at the Refuse Disposal Centre has been unable to cope with all the house refuse being collected since the public cleansing service was extended to cover the whole of the island. Consequently, a great part of the refuse is being dumped untreated at Luqa and at Sqaq Lewża in St. Julians to the great inconvenience of the inhabitants as well as passers-by. This dumped refuse is continually burning and emanating fumes which are positively harmful to health including the patients and inmates of St Vincent de Paul Hospital and St Bartholomew's Hospital at Luqa. The new pulverising plant, besides eliminating this problem, will make it possible to meet the unsatisfied demand from farmers for more and better pulverised refuse manure. Revenue from this source is at present £2,500. It will be increased to about £8,000 when the new plant is installed.

Item 14. Children's Unit — £250,000

Item 15. Equipment for children's unit — £8,000

At present there is a small unit of about 40 beds for medical cases at St Luke's Hospital but other sick children are scattered in different wards of the various hospitals. This is inadvisable and undesirable from many points of view. To avoid this a children's unit of about 120 beds will be erected near St Luke's Hospital where all young patients could be kept in a congenial atmosphere under the care of suitably trained staff and within easy reach of the specialists in the main hospital.

Item 16. Completion of Female Division, Hospital for Mental Diseases — 6,400

Item 17. Equipment for New Female Division, Hospital for Mental Diseases — £5,000

All masonry work has been completed and it is expected that the remaining ancillary work will be carried out during 1959/60. The Ward partly replaces a war-damaged building and will accommodate 80 patients.

Item 18. Construction of lavatories in various localities — £6,000

Ladies and Gents latrines are lacking or inadequate in some localities. This provision will be utilised for the construction of two latrines.

Item 19. Purchase of refuse vans — £4,500

Two refuse vans will be purchased in 1959/60 to replace others rendered unserviceable.

Item 20. Expropriation of land (St Luke's Hospital)

This is a revote in respect of past commitments.

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure 1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
1. T.B. Hospital at Naxxar	537,224	37,224	—	50,000	150,000	200,000	100,000	500,000
2. School for Nurses	75,000	15,000	26,000	21,000	13,000	—	—	60,000
3. Male Division Ward at Hospital for Mental Diseases	74,564	47,564	27,000	—	—	—	—	27,000
4. Equipment for Male Division Ward at Hospital for Mental Diseases	5,000	—	5,000	—	—	—	—	5.000
5. Quarters for Doctors and Students	42,000	—	21.000	21,000	—	—	—	42,000
6. Central Medical Store	25,000	—	13,000	12,000	—	—	—	25.000
7. Extension of Laundry at St. Luke's Hospital	7,000	—	7,000	—	—	—	—	7,000
8. New Laundry Equipment at St. Luke's	10,500	—	10,500	—	—	—	—	10,500
9. Extension of Kitchen at Hospital for Mental Diseases	20,000	—	11,000	9,000	—	—	—	20,000
10. New Kitchen Equipment at Hospital for Mental Diseases ...	9,000	—	—	9,000	—	—	—	9,000
11. Construction of a New Laundry at Hospital for Mental Diseases	15,000	—	—	11,000	4,000	—	—	15,000
12. Equipment for New Laundry at Hospital for Mental Diseases...	11,500	—	—	—	11,500	—	—	11,500
13. Refuse Pulverising Plant	90,000	—	—	90,000	—	—	—	90,000
14. Children's Unit	250,000	—	—	80,000	100,000	70,000	—	250,000

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
15. Equipment for Children's Unit	8,000	—	—	—	—	8,000	—	8,000
16. Completion of Female Division at Hospital for Mental Diseases	61,927	55,527	6,400	—	—	—	—	6.400
17. Equipment for New Female Division at Hospital for Mental Diseases	5,000	—	5,000	—	—	—	—	5,000
18. Construction of lavatories in various localities	15,829	9,829	6,000	—	—	—	—	6,000
19. Purchase of refuse vans	4,500	—	4,500	—	—	—	—	4,500
20. Expropriation of land (St. Luke's Hospital)	19,650	14,550	5,100	—	—	—	—	5,100
Total	1,286,694	179,694	147,500	303,000	278,500	278,000	100,000	1,107,000
[Erection of Stores Block, Garage and Workshop	60,172	60,172						
[Construction of St. Luke's Hospital	65,873	65,873						
[Hospital Development	36,224	36,224						

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
[Miscellaneous works in hospitals and institutions of the Medical and Health Department	58,361	58,361						
[Machinery and Equipment for St. Vincent de Paul Hospital ...	16,446	16,446						
[Sundry works at St. Vincent de Paul Hospital	21,062	21,062						
[Sundry works at St. Bartholomew's Hospital	6,852	6,852						
[Sundry works at Hospital for Mental Diseases	10,559	10,559						
[Erection of Rehabilitation Centre	4,907	4,907						
[Equipment for Children's Ward at St. John's	3,000	3,000						
[Vehicles and Equipment for Public Cleansing Service...	25,729	25,729						
[Sundry Works at Refusal Disposal Centre	10,786	10,786						
[Surfacing of Main Carriageways at Addolorata Cemetry	6,000	6,000						
Grand Total	1,612,705	505,705	147,500	303,000	278,500	278,000	100,000	1,107,000

N.B. [Completed Schemes.

HOUSING

Total Allocation — £2,287,500

A large part of the War Damage and Reconstruction grant of £30m. made by Her Majesty's Government was used to pay compensation to owners of private property damaged by enemy action during the war. Moreover, many of the reconstruction schemes financed from the same grant included housing projects. Private building activity, although encouraged by the demand for furnished accommodation from Service families, was severely restricted as in many other countries, by rent controls pegging rents at the 1939 level for pre-war houses and giving a return of 3¼% for new houses. The overall building output did not prove sufficient to catch up with the arrears resulting from the cessation of building activity during the war or with the growth of the population. Nevertheless even so the housing conditions are noticeably better than in most Mediterranean countries and houses are in general not much more crowded than U.K. (1.3 per room as against about 1) and much less crowded than in neighbouring countries.

2. In 1955, Mr G. A. Atkinson, the Housing Adviser to the Colonial Office was invited to advise the Maltese Government on the housing position. As a result of his recommendations, the following schemes were started:—

(a) *Erection of Second Storeys.* There is a comparatively large number of single-storey houses in the Island and the scheme provided for encouragement of owners to build a second storey as a separate housing unit, thus effecting more economic utilisation of land. The inducement was in the form of a grant, and a loan with interest at 3% subject to a ceiling on the rent to be charged;

(b) *Reconditioning of Sub-standard houses.* In order to ease the pressure of demand for new accommodation as well as to raise housing standards, grants were made for the improvement of sub-stantard houses principally in slum areas. Improvements usually consist of the provision of adequate sanitary facilities, better ventilation, measures against dampness etc.;

(c) *Rental Housing.* Work was started on the development of a new housing community in the Tarxien/Gudja/Luqa area. Blocks of flats were also erected in various other areas.

3. This partial adoption of the Adviser's recommendations, without any relaxation of rent control, did not make a very great impact on the housing situation, particularly as the policy of providing high standard Government flats at heavily subsidised rentals of itself increased the demand for both quality and quantity of housing. As private housebuilding at pegged rental rates was quite uneconomic the main impact of providing new housing fell on Government's capital resources.

4. As a result of further visits by the Housing Adviser rent and housing policies as a whole have been reviewed. The major aims of policy now are:

(i) To dismantle by slow and gradual stages much of the rent control structure, as has been done elsewhere so that rents will eventually find their market level. At the present time in Malta rents (through Government subsidies or landlords subsidies, which is the effect of pegging rents to a completely uneconomic level) account for slightly more than 4.7% of the average family's income, compared with averages of not less than 7.20% elsewhere. Nevertheless any sudden changes would cause great economic dislocation, particulary considerable at a time when industrial development is the major economic aim, and relaxation of controls must be cautious, and timed to coincide with the expansion of private building which will be the first result of decontrol. Decontrol of rents of new houses, recently introduced, has had a very satisfactory effect in stimulating private building.

(ii) To ensure that Government's own contribution to the housing problem does not conflict with the rental policy described above. The two main schemes for continuing rental housing at least for three years (when the policy will be reviewed and the possibility of further building considered from the £4 million put to reserve) and for the servicing of building sites for private building are, in fact, in line with that policy. The second scheme follows the main line of policy of encouraging private building. The first scheme will be modified. Though it is clear that such Government built flats will have to be let at subsidised rents for some time to come, the level of subsidy will be reduced by finding the market rate for such flats by tender, and by devising simpler plans to reduce construction costs. In the light of the results of this change in rent policy schemes for the purchase of houses will be considered.

Details of Schemes

Item 1. Erection of second storeys — £610,000

Since the beginning of this scheme in November, 1955, 732 applications for a grant and loan have been approved and 279 second storey units have been built. The total assistance was limited to £750 per unit made up of £300 grant and £450 loan at 3% repayable in not more than 15 years. The maximum rent to be charged was fixed by deed and in no case exceeded £20 per annum. This represents a return of 4½%. The grant element has now been reduced to £200 and the loan increased to £550. The permitted rent is now £25 per annum.

Item 2. Reconditioning of sub-standard houses — £120,000

This is estimated to provide for the reconditioning of about 1720 units. A grant not exceeding £70 is made to the owner or the tenant to make certain approved improvement in sanitary facilities, ventilation etc. The law safeguards against any increase in rent.

Item 3. Rental Housing — £807,000

This is estimated to provide roughly 800 new dwelling units, which will be erected in various localities. The main housing development will however be concentrated in the two new Communities, namely in the Tarxien Community Area and at Msierah, St Julian's, which are being planned to provide sites for 1,000 dwelling units in each.

The acquisition and servicing of the sites for all these schemes is provided for.

Item 4. Acquisition of Sites — £75,000

Item 5. Servicing of Sites — £208,000

As already stated, these are the sites for the schemes covered by Item 3. However, some of the sites in the two new housing communities referred to above will be offered fully serviced to private builders to encourage home ownership. The provision for acquisition covers enough land for 2,000 units to be built by the Government and by private owners.

The servicing of sites will include levelling, road construction, sewers and drainage, water and electricity.

Item 6. Rebuilding damaged areas in Cospicua and Vittoriosa — £122,000

This completes reconstruction work in the three cities of Cospicua, Vittoriosa and Senglea. 75 units will be completed in the next two years; no expenditure is expected in the remaining years.

Item 7. Replanning of the Manderaggio — £60,000

This will complete the scheme of converting the worst slum area in the Island into 4 blocks of 173 flats of which 47 will be completed in the first two years; no expenditure is expected in the remaining years.

Item 8. Repairs to War Damaged Government tenements — £53,000

This item is self-explanatory.

Item 9. Repairs to War Damaged private dwellings — £1,000

The sum provided will meet the last liabilities of the Government to repair War Damaged private property. Normally, monetary compensation is payable but in certain cases the Government has to carry out the repairs, (mostly of latent damage) which become necessary in view of the continued occupation by the Government of these premises.

Item 10. Preparation of areas for reconstruction — £8,000

The sum provided will complete this preparatory work of reconstruction for schemes such as those in Items 6 and 7.

Item 11. Reinstatement of derequisitioned houses — £11,000

As long as private premises are held by Government on requisition for use as schools, offices and other public purposes, this provision is required to meet the reinstatement expenses when premises are no longer required and consequently are derequisitioned.

Item 12. St. Anne Street, Floriana — £2,500

This completes a major reconstruction scheme, involving the building of several blocks of flats in the main thoroughfare, in Floriana near Valletta.

Item 13. Administration Expenses — £210,000

The year's provision is made up of £19,000 (including engagement of experts) normally shown under the housing capital budget, £16,550 in respect of allocation work formery provided for in the War Damage and Reconstruction estimates and £9,450 for Public Works Department expenses in the War Damage and Reconstruction estimates.

N.B. Items 6-12 and 13 (partially) were formerly provided for in the War Damage and Reconstruction estimates.

HOUSING

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
1. Erection of Second Storeys	939,140	329,140	200,000	200,000	80,000	80,000	50,000	610,000
2. Reconditioning of Sub-Standard houses	156,951	36,951	30,000	30,000	20,000	20,000	20,000	120,000
3. Rental Housing	1,040,622	233,622	317,000	390,000	100,000	—	—	807,000
4. Acquisition of Sites	99,492	24,492	10,000	15,000	20,000	15,000	15,000	75,000
5. Servicing of Sites	208,000	—	48,000	70,000	40,000	30,000	20,000	208,000
6. Rebuilding damaged areas in Cospicua and Vittoriosa	1,325,745	1,203,745	92,000	30,000	—	—	—	122,000
7. Replanning of the Manderaggio	443,737	383,737	35,000	25,000	—	—	—	60,000
8. Repairs to war-damaged Government tenements	53,000	—	25,000	12,000	8,000	5,000	3,000	53,000
9. Repairs to war-damaged private dwellings...	650,539	649,539	500	500	—	—	—	1,000
10. Preparation of areas for reconstruction	1,438,400	1,430,400	8,000	—	—	—	—	8,000
11. Reinstatement of derequisitioned houses	15,719	4,719	3,000	2,000	2,000	2,000	2,000	11,000
12. St. Anne Street, Floriana	199,256	196,756	2,500	—	—	—	—	2,500
13. Administration Expenses	234,974	24,974	45,000	45,000	40,000	40,000	40,000	210,000
Total	6,805,575	4,518,075	816,000	819,500	310,000	192,000	150,000	2,287,500
[Housing Scheme	48,072	48,072						
Grand Total	6,852,647	4,566,147	816,000	819,500	310,000	192,000	150,000	2,287,500

N.B. [Completed Schemes.

SEWERS

Total Allocation — £942,150

In 1872 a suggestion was made by the Admiralty that a drainage system should be established in Malta in order to stop the pollution of the waters in the Dockyard Creek. In 1901 an Order in Council was promulgated providing for the gradual and systematic sewerage of the Island; since then, provisions for sewerage extensions have been made every year in the estimates.

2. About 60% of Malta now has proper waterborne sewerage. The rest of the sewerage is usually by cesspits, which tend to overflow into the streets endangering public health. In addition there are many cesspits which are known to leak, their contents finding their way into the subsoil. As many of these villages are sited on water-catchment areas, there is always the danger of pollution of the water table by percolation of the sewage. At present, in order to keep some control on the situation, the Government undertakes the free emptying of cesspits, but obviously the most desirable course is to extend the sewerage system to all parts of the Island. The Development programme provides for the continuation of sewerage works already in hand in various localities and for the commencement of such works in other localities which are entirely unsewered. Besides the laying of street sewers, the programme also provides for sewerage interceptors to take the effluent from the village sewers to the main sewer leading to a coast outflow. There is also provision for the scheme started in 1956/57 for the removal of the overground sewer at Marsa and the construction of a pumping station in that locality. By the end of that period sewage coverage will have been raised from 60% to 80%.

Details of Schemes

MALTA

Item 1. Laying street sewers at Mellieħa — £27,000

This will complete the West and South Western parts of the village and also deal with the new area to the East of the village. Approximately 80% of the work will be completed.

Item 2. Street Sewers at Birkirkara, Lija, Attard and Balzan — £25,000

By the end of the period 85% of this area will have been sewered.

Item 3. Laying street sewers at Żebbuġ — £5,000

Sewerage of existing developed area will be completed early in 1959/60.

Item 4. Laying street sewers at Mosta — £27,000

By 1963/64, 70% of the village will have been sewered.

Item 5. Laying street sewers at Qormi — £2,000

This amount will complete the sewerage of this village.

Item 6. Laying street sewers at Siġġiewi — £29,000

Sewering of this village will be completed in 1963/64.

Item 7. Laying street sewers at Birżebbuġa — £25,000

By the end of the 5-year period, 60% of the work of sewering this village will have been completed.

Item 8. Laying street sewers at Dingli — £30,000

Sewerage of this village will be completed in 1963/64.

Item 9. Laying street sewers at Gudja — £11,000

Sewerage of this village will be completed in 1961/62.

Item 10. Laying street sewers at Paceville — £9,300

Completion is expected in 1960/61.

Item 11. Laying street sewers at Naxxar — £4,000

Sewerage will be completed in 1959/60.

Item 12. Laying relief interceptor for sewerage schemes — £40,000

The provision is required to construct a new trunk sewer from B'Kara to a pont above Qormi to relieve B'Kara from flooding during storms. After 1963/64 consideration will have to be given to the construction of another trunk main from Marsa to the outfall at Wied Għammieq to complete the relief of the existing sewerage system of the Island.

Item 13. Alteration to overground section of main interceptor at Marsa and construction of a pumping station — £132,000

Item 14 Replacement of overground sewer at Marsa — £30,000

This scheme, which was started in 1956/57 and will be completed in 1961/62 is estimated to cost £226,800. It will eliminate the overground sections of the main sewer at Marsa, which is already in a bad state of repair and liable to overflow. Its removal is also necessary since it would impede traffic using the new Harbour Bypass Road now under construction. Its replacement by an underground sewer necessitates the construction of a pumping station, which is in any case necessary because the adjoining land is being developed as an Industrial Estate which must have efficient sewage disposal arrangements.

Item 15. Overhauling the main sewer at the Strand Sliema — £32,500

Because of the increasing load in Sliema and the infiltration of sea water, the main sewer running along the Strand in Sliema is wholly inadequate to take the present flow, let alone the increasing future requirements. Part of the sewage now overflows into Sliema Creek. The new main which will be completed in 1961/62 will eliminate this nuisance and provide the necessary capacity.

Item 16. Laying Intercepting Sewer at Għargħur — £14,750

This will link Għargħur, which is being sewered in 1959/60 to 1962/63, to the main sewer at Naxxar. The work will be completed in 1960/61.

Item 17. Remodelling ejector in Marina Area (Valletta) — £7,000

This is a continuation of work started in 1958/59 to replace the old ejectors at Marina, which have long passed their useful life. New ejectors complete with compressors are being provided.

Item 18. Erection of a Pumping Station at Birżebbuġa — £8,500

The substructure of the pumping station is just about completed. The amount of £8,500 will be expended in erecting the pumping station building, which will be ready in 1960.

Item 19. Sundry extensions and refunds of deposits — £50,000

This is a regular annual provision for small extensions in towns and villages which are already sewered. The extensions become necessary because of the erection of new buildings and are made by the owners of these buildings at their own expense which is later refunded to them by the Government. Other small extensions are made at Government expense without adopting the deposit/refund system.

Item 20. Laying street sewers at Gharghur — £34,500

Work will start in 1959/60 and will be completed in 1962/63.

Item 21. Laying street sewers at Kirkop — £27,000

This village is at present not yet linked to the main sewer and no street sewers therefore exist. The expected progress is 70%.

Item 22. Extension of sewer along Spinola Road, St Julians — £13,000

This extension is necessary in order to sewer the low lying part of Spinola Road. For this purpose a small ejector station will be erected in the vicinity of Rockyvale Gardens. The project will also make possible the sewerage of Grenfell Street, St. Julians.

Item 23. Laying an interceptor between Gudja and Kirkop — £30,000

Under Item 21 provision is made for the laying of sewers in Kirkop, which is still entirely unsewered. The interceptor will link Kirkop to the Gudja main sewer. The work will be completed in 1964/65.

Item 24. Laying an interceptor between Kirkop and Mqabba — £30,000

This will make possible the future linking up of Mqabba to the main sewer at Kirkop. The work will be completed in 1964/65.

Item 25. Laying an interceptor between Safi and Kirkop — £16,000

This intercepetor is necessary to make possible the extension of the sewerage system to Safi. The work will be completed in 1963/64.

Item 26. Laying an interceptor between Safi and Żurrieq — £20,000

The interceptor will make possible the connection of Żurrieq to the main sewerage system. Work will start in 1963/64 and only 40% will have been completed by 1963/64. The interceptor is necessary to carry the sewage from Żurrieq.

Item 27. Replacing Machinery at Marsamxett Pumping Station — £2,000

This is a revote to cover an order placed in 1958/59 for the replacement of obsolete machinery.

GOZO

Item 28. Drainage galleries and shafts — £10,000

The main galleries running from Victoria to Mġarr-ix-Xini for a distance of about 10½ miles are excavated in clay which in many places is giving way, thereby causing frequent blockages in the flow of sewage in the interceptor discharging at Mġarr-ix-Xini. Works are now in hand for the gradual lining in masonry of these galleries damaged by subsidence. £2,000 annually are provided for repairing those sections which show signs of imminent collapse.

Item 29. Extension of street sewers — £10,000

This corresponds to Item 19 for Malta.

Item 30. Laying street sewers at Nadur — £75,000

This will continue the work started in 1956/57. By 1963/64 50% will have been completed.

Item 31. Laying street sewers at Sannat — £34,800

This work was started in 1957/58 and will be completed in 1961/62.

Item 32 Laying street sewers at Xewkija — £25,000

Work was started in 1957/58 and will continue to the end of the Development Plan, when 60% will have been completed.

Item 33. Laying Nadur/San Blas Interceptor — £28,800

This was started in 1958/59 and will be completed in 1961/62. It links the Nadur street sewers to the main sewer.

Item 34. Laying main sewer from Xewkija to Sannat — £12,000

This will be started and completed in the first two years of the Development Plan. This work is required to link the street sewers in Sannat with the main interceptor.

Item 35. Laying intercepting sewer from San Lawrenz-Ghasri-Gharb to Victoria — £20,000

Work will be started in 1962/63 and will be completed in 1963/64.

Item 36. Laying street sewers at Xagħra — £24,000

Item 37 Laying street sewers at Qala — £11,000

Item 38. Laying street sewers at San Lawrenz-Għasri-Għarb — £10,000

It is expected that by 1963/64 15% of the sewerage system in each village will have completed.

Note. The phasing of this programme, as given above, is approximate, and it may well be that some dates will be advanced and others retarded as the work and planning progresses.

SEWERS

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure 1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
MALTA								
1. Laying street sewers at Mellieha	57,883	30,883	7,000	5,000	5,000	5,000	5,000	27,000
2. Laying sewers at Birkirkara, Lija, Attard and Balzan	53,665	28,665	5,000	5,000	5,000	5,000	5,000	25,000
3. Laying street sewers at Zebbug	29,551	24,551	5,000	—	—	—	—	5,000
4. Laying street sewers at Mosta	61,715	34,715	7,000	5,000	5,000	5,000	5,000	27,000
5. Laying street sewers at Qormi	17,064	15,064	2,000	—	—	—	—	2,000
6. Laying street sewers at Siggiewi	72,158	43,158	9,000	5,000	5,000	5,000	5,000	29,000
7. Laying street sewers at Birzebbugia	61,683	36,683	5,000	5,000	5,000	5,000	5,000	25,000
8. Laying street sewers at Dingli	58,253	28,253	6,000	6,000	6,000	6,000	6,000	30,000
9. Laying street sewers at Gudja	35,200	24,200	5,000	5,000	1,000	—	—	11,000
10. Laying street sewers at Paceville	25,000	15,700	4,000	5,300	—	—	—	9,300
11. Laying street sewers at Naxxar	27,000	23,000	4,000	—	—	—	—	4,000
12. Laying Relief Interceptor for Sewerage Schemes	91,000	51,000	10,000	10,000	10,000	10,000	—	40,000
13. Alteration to overground sections of Main Interceptors at Marsa and Construction of a Pumping Station	196,800	64,800	132,000	—	—	—	—	132,000

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
MALTA (Contd.)								
14. Replacement of overground sewer at Marsa	30,000	—	—	—	30,000	—	—	30,000
15. Overhauling Main Sewer at the Strand, Sliema	41,400	8,900	10,000	10,000	12,500	—	—	32,500
16. Laying Intercepting Sewer at Gharghur	32,700	17,950	8,750	6,000	—	—	—	14,750
17. Remodelling Ejector in Marina Area (Valletta)	7,000	—	7,000	—	—	—	—	7,000
18. Erecting Pumping Station at Birzebbugia	58,002	49,502	8,500	—	—	—	—	8,500
19. Sundry extensions and refunds of deposits...	65,801	15,801	10,000	10,000	10,000	10,000	10,000	50,000
20. Laying street sewers at Gharghur	34,500	—	8,500	8,000	8,000	10,000	—	34,500
21. Laying street sewers at Kirkop	27,000	—	—	9,000	9,000	9,000	—	27,000
22. Extensions of sewer along Spinola Road, St. Julian's	13,000	—	—	10,000	3,000	—	—	13,000
23. Laying interceptor between Gudja-Kirkop	30,000	—	—	—	—	15,000	15,000	30,000
24. Laying interceptor between Kirkop-Mqabba	30,000	—	—	—	—	15,000	15,000	30,000
25. Laying interceptor between Safi-Kirkop	16,000	—	—	—	—	8,000	8,000	16,000
26. Laying interceptor between Safi-Zurrieq	20,000	—	—	—	—	—	20,000	20,000
27. Replacing Machinery at Marsamxett Pumping Station	2,500	500	2,000	—	—	—	—	2,000

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure 1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
GOZO								
28. Drainage galleries and shafts	18,822	8,822	2,000	2,000	2,000	2,000	2,000	10,000
29. Extension of street sewers	23,751	13,751	2,000	2,000	2,000	2,000	2,000	10,000
30. Laying street sewers at Nadur	106,416	31,416	15,000	15,000	15,000	15,000	15,000	75,000
31. Laying street sewers at Sannat	51,339	16,539	15,000	10,000	9,800	—	—	34,800
32. Laying street sewers at Xewkija	35,458	10,458	5,000	5,000	5,000	5,000	5,000	25,000
33. Laying Nadur-San Blas Interceptor	28,800	—	9,600	9,600	9,600	—	—	28,800
34. Laying Main Sewer from Xewkija to Sannat	42,017	30,017	9,000	3,000	—	—	—	12,000
35. Laying intercepting sewer from San Lawrenz-Ghasri-Gharb to Victoria	20,000	—	—	—	—	10,000	10,000	20,000
36. Laying street sewers at Xaghra	24,000	—	—	—	—	12,000	12,000	24,000
37. Laying street sewers at Qala	11,000	—	—	—	—	3,000	8,000	11,000
38. Laying street sewers at San Lawrenz, Ghasri, Gharb	10,000	—	—	—	—	—	10,000	10,000
Total	1,566,478	624,328	313,350	150,900	157,900	157,000	163,000	942,150

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
[Laying Main Sewer from Victoria to Xewkija (Gozo)...	12,577	12,577						
[Laying street sewer at Hamrun	20,364	20,364						
[Laying intercepting sewer from Mosta to Naxxar	10,572	10,572						
[Laying Intercepting Sewer, Siggiewi	2,447	2,447						
[Laying Intercepting Sewer, Gudja	2,798	2,798						
[Laying Pumping Main, Birzebbugia	12,438	12,438						
[Construction of an outfall at Mellieha	22,247	22,247						
[Sundry Works	17,261	17,261						
Grand Total	1,676,182	725,032	313,350	150,900	157,900	157,000	163,000	942,150

N.B. [Completed Schemes.

PUBLIC BUILDINGS AND SUNDRY WORKS

Total Allocation — £856,216

This section of the capital programme covers miscellaneous buildings and works which cannot be classified under the other heads of the programme. For instance, school building are shown under Education, hospital buildings under Health, and so on; but there is always a residue of items which cannot be classified under the existing functional headings. The programme of Public Buildings and Sundry Works included in this Development Plan contains only one unusually large item — the reconstruction of the Law Courts. The rebuilding of the Opera House, which was destroyed by enemy bombs during the war, and the construction of an Administration Block, have not been specifically included in the programme but will be carried out if the reserve, or contingencies element of £4.m has not been otherwise committed before 1961/2.

Details of Schemes

Item 1. Public Works General Store — £6,000

This provision is required for the transfer of stores to new premises which will function as the general store of the Public Works Department and which were purchased during 1958/59.

Item 2. Manoel Theatre — £27,350

The Manoel Theatre, which was built during the period of the Knights of St. John and is one of the oldest in Europe, was acquired by the Maltese Government in 1956. It is now being restored at a cost of about £94,000, which includes the cost of acquisition.

Item 3. Traffic Improvements and Construction of Bus Shelters — £26,000

This is an anually recurrent provision covering the building of two bus shelters (for waiting passengers) every year and sign posting which, up to 1953, was neglected.

Item 4. Children's Playgrounds — £45,000

This has also become a regular annual provision, instituted in 1957/58, intended to provide a children's playground in every town and village. The closest co-ordination is maintained with the Malta Playing Fields Association. In most cases, the Government provides the site and prepares the ground, while the Association supplies the equipment.

Item 5. Customs Landing Steps — £18,000

The Customs Landing Steps, which are used by boats and launches conveying passengers etc. to and from Naval and other ships in the Grand Harbour, are in a very bad state of repair. The provision represents half the estimated cost of rebuilding the wharf walls; the other half will be met by the Admiralty.

Item 6. Bridge at Lascaris Ditch — £3,000

This Bridge is in a dangerous condition and is to be rebuilt.

Item 7. Traffic Improvements (Gozo) — £1,500

This corresponds to Item 3 for Malta.

Item 8. Children's Playgrounds (Gozo) — £13,000

This corresponds to Item 4 for Malta.

Item 9. Square in front of St. George's Church, Victoria — £12,000

The scheme has almost been completed and the provision is mainly required for compensation for private property affected by the scheme.

Item 10. Repairs to War Damaged Government Churches — £8,600

This item covers the completion of the repairs to the Maddalena Church, which are already in hand.

Item 11. Repairs to War Damaged Valletta Palaces — £2,000

This covers completion of the works in hand.

Item 12. Sundry War Damage Repairs — £8,500

This block provision covers various repairs to War Damaged Government Buildings (other than Government tenements, which are shown under Housing).

Item 13. Rebuilding the Law Courts — £390,000

The building housing the Law Courts was destroyed by enemy action during the war; the Magistrates' Courts are now housed in temporary premises and the Superior Courts are occupying a building which was formerly the main Museum. It is obviously desirable that the Administration of Justice should be carried out in an appropriate place designed for the purpose. It is intended to build the new Law Courts on the old site, which has now been cleared, and preparatory work is in hand. The opportunity is being taken to provide new accommodation for departments whose work is related to the Courts, viz. Notary to Government and Archives, Public Registry and Land Valuation Office, Inland Revenue Office and — as in the past — the Valletta Police Station. The buildings at present occupied by these Departments will thus eventually be available for housing or any other appropriate purposes.

Item 14. St. Lawrence Landing Steps (Vittoriosa) — £8,500

This completes a scheme, costing £21,651 in all, for reconstruction of St. Lawrence Landing Steps in Vittoriosa. The Scheme which involved negotiations with the Admiralty by the previous Administration in connection with these and other steps in the Three Cities, has provided a public open space in front of the historic church of St. Lawrence in Vittoriosa, also exposing the church to view from the sea, and reconstruction of the approach roads.

Item 15. Sundry Major Works — £180,000

This block provision will cover items which will be planned and worked out as the annual estimates are prepared. There are invariably long lists of buildings and works which are in many ways desirable. However these have to be scrutinised every year in the light of the resources available.

Item 16. Government Offices at Paola — £3,000

This is a revote to cover expropriation costs incurred in connection with proposed acquisition of land and buildings in Paola.

Item 17. Erection of lattice mast at Palace Tower Signal Station — £1,250

This is required to meet the cost of erection of a steel lattice mast at the Palace Tower Signal Station in replacement of the old wooden mast.

Item 18. Alterations to Msida Police Station — £800

This is a revote to cover outstanding repairs and adaptation works whose total cost has been estimated at £2,000.

Item 19. Completion of Kingsgate Bus Terminus and erection of a fountain — £7,250

Revote to cover mainly balance of contract payments.

Item 20. Administration Expenses — £94,500

This covers certain personnel and administrative expenses of the Public Works Department formerly appearing in the War Damage and Reconstruction Estimates.

PUBLIC BUILDINGS AND SUNDRY WORKS

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
1. Public Works General Store...	7,800	1,800	6,000	—	—	—	—	6,000
2. Manoel Theatre	94,342	66,992	27,350	—	—	—	—	27,350
3. Traffic Improvements and Construction of Bus Shelters... ...	47,594	21,594	6,000	5,000	5,000	5,000	5,000	26,000
4. Children's Playgrounds...	64,519	19,519	5,000	10,000	10,000	10,000	10,000	45,000
5. Customs Landing Steps	18,000	—	18,000	—	—	—	—	18,000
6. Bridge at Lascaris Ditch	3,000	—	3,000	—	—	—	—	3,000
7. Traffic Improvements (Gozo)	2,270	770	300	300	300	300	300	1,500
8. Children's Playgrounds (Gozo)	34,962	21,962	1,000	3,000	3,000	3,000	3,000	13,000
9. Square in front of St. George's Church (Victoria)	40,774	28,774	12,000	—	—	—	—	12,000
10. Repairs to War Damaged Government Churches	8,600	—	8,600	—	—	—	—	8,600
11. Repairs to War Damage Valletta Palace	2,000	—	1,000	1,000	—	—	—	2,000
12. Sundry War Damage Repairs	8,500	—	8,500	—	—	—	—	8,500
13. Rebuilding of Law Courts	424,691	34,691	20,000	70,000	100,000	100,000	100,000	390,000

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
14. St. Lawrence Landing Steps (Vittoriosa)	21,651	13,151	8,500	—	—	—	—	8,500
15. Sundry Major Works	538,545	358,545	—	50,000	50,000	40,000	40,000	180,000
16. Government Offices at Pawla...	3,000	—	3,000	—	—	—	—	3,000
17. Erection of Lattice Mast at Palace Tower Signal Station ...	1,250	—	1,250	—	—	—	—	1,250
18. Repairs to Msida Police Station	2,000	1,200	800	—	—	—	—	800
19. Completion of Kingsgate Bus terminus and Erection of Fountain ...	73,750	66,500	7,250	—	—	—	—	7,250
Total	1,397,248	635,498	137,550	139,300	168,300	158,300	158,300	761,750
20. Administration Expenses	625,310	530,810	18,900	18,900	18,900	18,900	18,900	94,500
Grand Total	2,022,558	1,166,308	156,450	158,200	187,200	177,200	177,200	856,250

WAR DAMAGE COMPENSATION

Total Allocation — £1,406,000

An estimated balance of about £1.4 million will be available at the beginning of 1959/60 from the grants of £30m. made by Her Majesty's Government in respect of War Damage Compensation and Reconstruction. As the bulk of this balance is required to meet outstanding claims for compensation and other commitments detailed below, certain other schemes which were being financed from War Damage and Reconstruction funds will now form part of the Capital Budget.

Details of Schemes

Item 1. Personal Emoluments and Other Charges — £51,000

This provision covers the Administrative expenses of the War Damage Commission and of a small section of the Treasury working exclusively on matters connected with the Commission. Other personnel and administrative expenses in connection with reconstruction and housing, which were formerly paid from War Damage and Reconstruction funds, have now been reallocated under the Housing and Public Buildings votes.

Item 2. War Damage Compensation — £906,000

The latest date for the presentation of schedules of claims for compensation was the 28th February, 1957. However, this date does not apply to premises:

(i) in respect of which a Building Control Board licence has been refused though applied for;
(ii) acquired under the Land Acquisition (Public Purposes) Ordinance;
(iii) affected by clearance rights;
(iv) 'frozen' under the Special Development Areas Act;
(v) where latent damage appears later.

Item 3. Rents of lands and buildings — £420,000

This covers the rents payable by the Government in respect of property acquired for reconstruction purposes under 'possession and use' terms in accordance with the Land Acquisition (Public Purposes) Ordinance. Under the same Ordinance, possession and use is to be converted into public tenure (at a rent 40% higher than the present one, which is based on the 1939 rent) or outright acquisition within 10 years. As the 10-year limit is now expiring, the estimate allows for an increase of the rent by 40%. It may be pointed out that as a result of the reconstruction schemes, the Government is deriving a revenue of about £54,000 in the Ordinary Budget, from premises erected on the properties covered by this provision.

Item 4. Compensation in respect of buildings affected by realignment — £28,000

This compensation is payable where buildings are affected by realignment of streets and roads necessitated by reconstruction schemes. It is a "once-for-all" payment. As most reconstruction schemes are approaching completion, such payments will be decreasing.

Item 5. Compensation in respect of buildings affected by modifications in Reconstruction Schemes — £1,000

This provision covers the cost of demolition works in partially demolished or "standing" buildings which are affected by a "new alignment" and resulting in the construction of a receded frontage.

WAR DAMAGE COMPENSATION

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
1. Personal Emoluments and Other Charges	1,080,031	1,029,031	19,000	19,000	13,000	—	—	51,000
2. War Damage Compensation	17,312,991	16,406,991	270,000	300,000	280,000	56,000	—	906,000
3. Rents of Lands and Buildings	965,970	545,970	62,000	75,000	98,000	90,000	95,000	420,000
4. Compensation in respect of buildings affected by Realignment...	63,974	35,974	7,000	6,000	5,000	5,000	5,000	28,000
5. Compensation in respect of buildings affected by modifications in Reconstruction Schemes	1,880	880	200	200	200	200	200	1,000
Total	19,424,846	18,018,846*	358,200	400,200	396,200	151,200	100,200	1,406,000

* Total for War Damage Compensation since the beginning of the scheme in 1943.

APPENDIX I
DEVELOPMENT PLAN

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
Basic Services:								
Water	3,778,641	1,565,141	750,000	360,000	533,100	285,000	285,000	2,213,500
Telephones	1,394,223	608,223	277,200	329,500	141,300	38,000	—	786,000
Roads	2,351,695	986,695	360,000	320,000	240,000	285,000	240,000	1,365,000
Total	7,524,559	3,160,059	1,387,200	1,009,900	914,400	558,000	495,000	4,364,500
Economic Services:								
Port Development	2,933,600	453,006	974,000	1,130,600	340,994	35,000	—	2,480,594
Electricity	4,886,703	3,348,703	498,700	120,700	100,700	404,700	413,200	1,538,000
Industrial Development...	3,086,000	106,000	680,000	1,100,000	1,100,000	50,000	50,000	2,980,000
Tourism	621,122	76,122	188,500	246,500	70,000	20,000	20,000	545,000
Agriculture (and Milk Marketing)	1,589,269	925,379	216,940	174,500	120,250	89,400	62,900	663,990
Fisheries	262,932	157,932	55,000	26,000	10,000	7,000	7,000	105,000
Gas	335,399	274,149	61,250	—	—	—	—	61,250
Education (Technical)	1,859,903	823,563	252,700	286,000	266,000	175,640	56,000	1,036,340
Total	15,575,028	6,164,854	2,927,090	3,084,300	2,007,944	781,740	609,100	9,410,174

APPENDIX I

DEVELOPMENT PLAN

Narrative	Total Estimate	Estimated Expenditure from 1/4/55 to 31/3/59	Estimated Expenditure					
			1959/60	1960/61	1961/62	1962/63	1963/64	Total
	£	£	£	£	£	£	£	£
Social Services:								
Education (Primary and Grammar)	2,579,853	1,032,103	400,850	401,300	400,300	190,000	155,300	1,547,750
Antiquities	149,330	57,330	30,000	25,000	9,000	14,000	14,000	92,000
Health	1,286,694	176,694	147,500	303,000	278,500	278,000	100,000	1,107,000
Housing	6,805,575	4,518,075	816,000	819,500	310,000	192,000	150,000	2,287,500
Sewers	1,566,478	624,328	313,350	150,900	157,900	157,000	163,000	942,150
Public Buildings	2,022,558	1,166,308	156,450	158,200	187,200	177,200	177,200	856,250
Total	14,410,488	7,577,838	1,864,150	1,857,900	1,342,900	1,008,200	759,500	6,832,650
War Damage Compensation...	19,424,846	18,018,846*	358,200	400,200	396,200	151,200	100,200	1,406,000
Grand Total	56,934,921	34,921,597	6,536,640	6,352,300	4,661,444	2,499,140	1,963,800	22,013,324

* This figures covers all expenditure since War Damage Compensation started in 1943.